The Hong Kong Daily Press.

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SHIPPING.

ARRIVALS.

July 18, VORWAERTS, German str., 612, Y. Bruhn, Newchwang 8th June, Beans.—WIELER & Co.

June 18, DON JUAN, Spanish steamer, 654, J. M. Marquez, Manila 15th June, General.—BRANDAO & Co.

June 18, HAMPSHIRE, British steamer, 1,699, M. H. Kerruish, Kobe 10th June, Coal and General.—RUSSELL & Co.

June 18, DEEPDALE, British steamer, 1,715, J. G. Sharp, Saigon 14th June, Paddy and General.—GIBB, LIVINGSTON & Co.

June 18, YANGTSZE, British str., 814, Schultz, Whampoa 18th June, General.—SIEMSSEN & Co.

June 18, PEKING, British steamer, 954, G. Heuermann, Shanghai 15th June, General.—SIEMSSEN & Co.

June 19, CITY OF RIO DE JANIERO, Amr. str., 3,548, W. B. Seaburg, San Francisco 25th May, and Yokohama 14th June, Mails and General.—P. M. S. S. Co.

June 18, GREAT ADMIRAL, Amr. ship, 1,496, J. F. Rowell, Melbourne 1st May, Ballast.—RUSSELL & Co.

June 19, ORIENT, German bark, 461, W. Roder, Newchwang 21st May, Beans.—WIELER & Co.

June 19, ACTIV, Danish steamer, 355, Revsbeck, Haiphong 16th June, and Hoihow 18th, Pigs and General.—ARNHOLD, KARBERG & Co.

June 19, ALWINE SEYD, German steamer, 558, Samme, Newchwang 11th June, Beans.—WIELER & Co.

June 19, CHINA, German steamer, 220, P. Haye, Bangkok 13th June, Rice.—YUEN FAT HONG.

June 19, FOKIEN, British steamer, 583, J. Roach Tamsui 15th June, and Amoy 18th, Tea.—DOUGLAS, LAPRAIK & Co.

June 19, KWANG-LEE, Chinese steamer, 1 508, Wells, Shanghai 16th June, General.—C. M. S. N. Co.

June 19, MARCIA, British steamer, 1,060, A. McIntosh, Nagasaki 13th June, Coals.—ORDER.

June 19, NAMKIANG, British steamer, 999, J. McKechnie, Swatow 18th June, General.—CHINESE.

June 19, TANAIS, French steamer, 1,149, A. Paul, Yokohama 12th June, Mails and General.—MESSAGERIES MARITIMES.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

18TH JUNE.

Bantam, Dutch str., for Amoy.
Mongkut, British str., for Swatow.
Lady Harewood, British bark, for Takao.
Velocity, British bark, for Honolulu.
Elwell, Amr. ship, for Iloilo.
Angers, British str., for Singapore.
Propontis, British str., for Saigon.
Haiphong, British str., for Swatow.

DEPARTURES.

June 18, CANTON, British str., for Whampoa.
June 18, ANTON, German str., for Hoihow.
June, 18, MENMUIR, British str., for Australia.
June 18, GENERAL WERDER, German str., for Yokohama.
June 18, PRIAM, British str., for London.
June 18, VORTIGERN, British str., for Saigon.
June 18, SIGNAL, German str., for Howhow.
June 18, HAIPHONG, British str., for Swatow.
June 18, MONGKUT, British str., for Bangkok.
June 19, ANGERS, British str., for Sourabaya.
June 19, BANTAM, Dutch str., for Amoy.
June 19, NORDEN, Nor. str., for Kuchinotzu.
June 19, PROPONTIS, British str., for Saigon.
June 19, PHU-QUOC, French str., for Saigon.

PASSENGERS.

ARRIVED.

Per *Don Juan*, str., from Manila.—2 Europeans, and 123 Chinese.

Per *Deepdale*, str., from Saigon.—70 Chinese.

Per *Peking*, str., from Shanghai.—2 Europeans and 33 Chinese, deck.

Per *Great Admiral*, ship, from Melbourne.—Mr. Seirrak.

Per *Tanais*, str., from Yokohama.—For Hongkong.—Mr. J. J. Finch. From Kobe.—Messrs. Yuen Yon Wan, Kamekichi, and Hori, and 13 Chinese. From Yokohama.—For Saigon.—Messrs. Donin de Roziere, Jeannel, Vautier, Morache, Robez Poynillon, Aubanel, Trubert, Privet, Le Crower, Le Facon, and Choubaud. From Kobe.—Messrs. Bardoul and Castelnov. From Yokohama.—For Calcutta.—Mr. and Mrs. Remedy. For Marseilles.—Messrs. Brisset, P. Obuma, K. Yamamoto, and C. Eymard.

DEPARTED.

Per *Menmuir*, str., for Australia.—Mrs. Shin, Messrs. Saddler, child and servant, J. Lawrence Lambe, E. White, A. White, J. F. Boulton, Kendall Barnes, James Gibb and Mortimer Smith, 10 Malays, and 226 Chinese.

Per *General Werder*, str., for Yokohama.—From Bremen.—Mrs. von Schuckmann and child, Mr. H. Heckert, and Miss M. Zietelmann. From Suez.—Mr. and Mrs. Gielen, and Mr. Bennett. From Hongkong.—Messrs. G. Sierich and Lo Yue Tong. For Hyogo.—From Suez.—Mrs. Massen and child. From Hongkong.—21 Chinese, deck.

REPORTS.

The Spanish steamer *Don Juan*, from Manila 15th June, reports had moderate S.W. winds and fine weather.

The British steamer *Peking*, from Shanghai 15th June, reports commenced with dense fog at intervals; light southerly winds, high southerly swell and overcast weather to port.

The German steamer *Vorwaerts*, from Newchwang 8th June, reports on the 13th, 14th, and 15th June encountered fresh gale from S.W. with very high sea off Taichow Island.

The British steamer *Hampshire*, from Kobe 10th June, reports had very cloudy weather, with thick fogs and rain to Ockseu; thence to port overcast weather, with squalls and rain; strong S.W. winds the whole passage with S.W. swell.

The Chinese steamer *Kwang-lee*, from Shanghai 16th June, reports from Gutzlaff to Ockseu had fresh E. and N.E. winds with heavy rain; from thence to port variable wind and swell from S.S.W. At 8 a.m. yesterday morning a sailor died.

The British steamer *Fokien*, from Tamsui 15th June, and Amoy 18th, reports from Tamsui to Amoy experienced fresh S.W. gale with high sea; from Amoy to port light variable winds and fine weather. In Tamsui strs. *Way-lee* and *Hailoong*. In Amoy strs. *Namoa* and *Leesang* and H.M.S. *Daring*.

The American steamer *City of Rio de Janeiro*, from San Francisco and Yokohama, reports left San Francisco on the 25th May at 2.50 p.m., and arrived at Yokohama on the 12th June, at 8.11 a.m. Passage, 16 days 23 hours and 53 minutes. Sailed from Yokohama on the 14th June at 4.36 a.m. Passage, 5 days 12 hours 56 minutes; from San Francisco 24 days 9 hours and 4 min. On the 15th June at 2.30 p.m. passed the M.M. str. *Volga* bound for Kobe.

INTIMATIONS.

LIFE ASSURANCE.

WHEN it is remembered that a LIFE ASSURANCE CONTRACT may only fall to be fulfilled a quarter or even half a century after being entered into, it will be readily understood how important it is that the past record as well as the present management of the Office selected should be carefully considered. For Prospectuses and Annual Report of the STANDARD LIFE OFFICE

Apply to the
BORNEO COMPANY, LIMITED,
905—1 | Agents, Hongkong.

FOR SALE.

SUNDRIES RECENTLY UNPACKED:—

"PERFECT" SEAMLESS TENNIS BALLS.
Silicated Carbon Filters (moveable blocks.)
Toilet Soaps and Perfumery.
Eau de Cologne and Lavender Water.
New Books and Music.
OFFICE STATIONERY & OFFICE SUNDRIES.
Billiard Balls for English, French, and American Games.
English and American Billiard Cues.
Coffee Mills and Coffee Roasters.
Waterproof Coats and Chair Aprons.
Artist's Chalks, and Sundries.
Travelling Spirit Stoves.
ELECTRO-PLATED WARE.
Swimming Belts and Swimming Collars.
And,
CALCUTTA PITH SUN HATS.

LANE, CRAWFORD & Co.
Hongkong 13th June, 1887. [26

W. BREWER HAS JUST RECEIVED

McCarthy's History of our own times—Jubilee Edition.
Black's General Atlas, Cosmographic Atlas, Library and International Atlas.
Carpentry and Joinery, Tredfold and Tarn.
Rough Drawing and Sketching with Supplement, 4th Edition.
Colonial and Foreign Office Lists for 1887.
Manual da Missa e da Confissão and Livro da Missa.
Letter Writers Companion, and Official Letter Writers.
Cheap Commercial Envelopes, $1.50 per 1,000.
Sheffield Cutlery Pocket Knives, Scissors, &c.
Cheap Watches and Clocks; good time-keepers.
Fancy Goods including Photo Albums, Plush Frames.
Cigar and Cigarette Cases, Opera Glasses, Pencil Cases.
Cheap Jewellery, &c., &c.
Pianos, for Sale or Hire. Can be bought on the monthly purchase system.
Latest Songs and Waltzes, also Song-Folios.
Galaxy of Song, &c.

W. BREWER, Queen's Road.
UNDER HONGKONG HOTEL. [25

KELLY & WALSH, LIMITED.

NEW AND POPULAR BOOKS.

Yacht Architecture, by Dixon Kemp.
International Law, by W. E. Hall.
McArthur's "Contract of Marine Insurance."
The Family Physician; a Manual of Domestic Medicine.
The Book of Health; edited by Malcolm Morris.
Haydn's Dictionary of Dates; New Edition.
A Manual of Yacht and Boat Sailing, by Dixon Kemp.
Burton's "Anatomy of Melancholy."
Holme's Text Book of the Steam Engine.
The Mechanics of Machinery, by Kennedy.
Living Paris and France; a Guide Book by A.L.B.
Short Lectures to Electrical Artisans, by Fleming.
Instruction in Photography, by Capt. Abney.
The Lovely Wang, by Hon. L. Wingfield.
Hand Book to the Desk Office, and Platform.
Electricity; its Theory, Soures and Application by Sprague.
Skottowe's, "A Short History of Parliament."
The Practical Horse Keeper, by Fleming.
Thearle's "Shipbuilding in Iron and Steel" New Edition with Plates, 2 Vols.

KELLY & WALSH, LD., HONGKONG.
24

NOTICE.

TO-MORROW, the 21st inst., at 8.30 A.M., in Celebration of the FIFTIETH ANNIVERSARY OF HER MAJESTY'S ACCESSION TO THE THRONE, a SOLEMN TE-DEUM will be sung in the Roman Catholic Cathedral (Glenealy). All the Catholic Community is invited.

Hongkong, 16th June, 1887. [1179

A SERVICE will be held in ST. JOHN'S CATHEDRAL at 10.30 TO-MORROW, THE 21ST INSTANT, in Celebration of the FIFTIETH ANNIVERSARY OF HER MAJESTY'S ACCESSION TO THE THRONE. His Excellency the Officer Administering the Government, and the Legislative Council will be present.

The NEW ORGAN will be opened on this occasion. The Service, which will consist of a special form of prayer only, will last about an hour.

Seatholders, or persons authorised to occupy the seats of seatholders, Officers in uniform, and Consuls will be admitted at the main entrance *only* from 10 to 10.15. After 10.15 the other doors will be opened, and all seats not occupied will be allotted to such of the public as may attend.

Seatholders are requested to observe that the only way in which they can secure the use of their seats for themselves or their friends is by occupying them, or arranging that they shall be occupied before 10.15.

Seatholders not attending themselves, but assigning their seats to others, are requested to furnish one of the party with a written authority.

ORDER OF SERVICE.

ORGAN, * { Canzone in *A* minor..........*Guilmant.*
The Occasional Overture..........*Handel.* }

PROCESSIONAL HYMN.—The National Anthem.
RESPONSES.—Festival ....*Tallis.*
HYMN instead of the Venite Exultemus..........*Monk.*
PROPER PSALMS; XX, XXI,.....*Aldrich & Woodward.*
TE DEUM ....*Barnby.*
JUBILATE ....*Sangster.*
ORGAN.—Andante..........*Calkin.*
ANTHEM.—Hallelujah Chorus ....*Handel.*
SPECIAL HYMN. ....(Tune—Old 100th Psalm.)

ORGAN.—Priests' March from Athalie...*Mendelssohn.*
„ —Offertoire..........*Baptiste.*

* From 10.10 a.m. [1171

NOW READY.

THE KUNG HO CHIH YU WALTZ,
and
THE FEIHOO WALTZES,
by
R. C. PASSMORE,
published by
SYDENHAM MOUTRIE,
THE PIANOFORTE AND MUSIC WAREHOUSE,
Shanghai,
12th January, 1887. [93

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL..........£2,000,000.
PAID UP ....£ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.

On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager, Hongkong Branch.
Hongkong, 12th March, 1887. [10

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..........$7,500,000.
RESERVE FUND..........4,500,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
Chairman—M. GROTE, Esq.
Deputy Chairman—C. D. BOTTOMLEY, Esq.
Hon. J. Bell-Irving. | E. H. M. Huntington, Esq.
H. L. Dalrymple, Esq. | Hon. A. P. McEwen.
W. H. F. Darby, Esq. | J. S. Moses, Esq.
H. Hoppius, Esq. | Hon. F. D. Sassoon.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
ACTING CHIEF MANAGER.
Hongkong—JOHN WALTER, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.
Hongkong, 27th May, 1887. [8

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, 8th May, 1885. [9

INTIMATIONS.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

CENTRAL EXCHANGE 4, CLUB CHAMBERS.

The above Company's EXCHANGE is NOW OPEN for Telephonic Communication.

Rate of Subscription is $80 per Annum, payable quarterly in advance. Electrical material of all descriptions kept in stock for sale.

ELECTRIC BELLS a speciality.

Houses fitted up and kept in order at most Moderate Prices.

TELEPHONE material supplied on sale or hire.

AGENTS for ELECTRIC LIGHTING, both ARC and INCANDESCENT.

Estimates furnished free.

A. J. THOMPSON,
Acting Agent,
Hongkong.
Hongkong, 28th March, 1887. [631

NOTICE.

APPLICATIONS are invited for the POST of MARINE SURVEYOR to the LOCAL INSURANCE OFFICES, which has become VACANT by the death of Captain L. A. ANDERSEN.

Applicants are requested to apply in writing, stating their qualifications and handing in any Certificates they may consider necessary.

Applications should be sent in to the Undersigned on or before 30th June, after which a Meeting of all parties interested will be held, to consider same, and appoint a Surveyor for the Port of Amoy.

CHAS. F. HARTON,
Secretary.
Amoy General Chamber of Commerce.
Amoy, 2nd June, 1887. [1114

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.

PRICE, $30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, LIMITED:—

"I have herewith much pleasure in testifying to the quality of the FIRE BRICKS as made by you at your new works.

"In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

"After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo and for all purposes that Fire Bricks are used for.

"I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using."

Hongkong, 24th May, 1887. [1040

NOTICE TO CONSIGNEE.

NOTICE.

THE PARTNERSHIP hitherto existing between the Undersigned as SHARE & GENERAL BROKERS has been TO-DAY Dissolved by Mutual Consent. All Liabilities and Assets of the said Partnership have been taken over by MR. S. A. JOSEPH.

S. A. JOSEPH,
E. S. KELLY.

With Reference to the above I shall from TO-DAY CONTINUE doing Business as SHARE & GENERAL BROKER in my own name.

S. A. JOSEPH.
Hongkong, 17th June, 1887. [1190

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 20th inst.

DAVID SASSOON, SONS & Co.
Hongkong, 13th June, 1887. [1167

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "DEUCALION,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Goods undelivered after the 21st inst., will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th June, 1887. [1134

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "BRAUNSCHWEIG," FROM BREMEN AND PORTS OF CALL.

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Cargo from New York Ex S. S. *Fulda*, *Trave* and *Saale* has come forward by this Steamer.

Optional cargo will be landed here in Hongkong unless notice to the contrary be given before 4 P.M., TO-DAY, the 15th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 22nd instant, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on THURSDAY, the 23rd instant, at 4 P.M.

All Claims must reach us before the 24th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.
Hongkong, 15th June, 1887. [7

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE, AND SAIGON.

THE Company's Steamship
"BANTAM,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 24th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be Countersigned by

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 17th June, 1887. [1189

HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE TRANSFER BOOKS of this Company will be CLOSED from the 11th to 25th instant, both days inclusive.

F. W. CROSS,
Manager.
Hongkong, 11th June, 1887. [114

NOTICE.

ICE CREAM, ICE CREAM, ICE CREAM,
SERVED DAILY AFTER 12 NOON IN
ROTISSERIE
AND BAR OF
HONGKONG HOTEL.
Hongkong, 22nd April, 1887. [830

CUTLER, PALMER & Co.

ESTABLISHED IN 1815,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.

Are represented in China by
Messrs. JARDINE, MATHESON & Co. ....*
„ SIEMSSEN & Co. ....*
„ LANE, CRAWFORD & Co. & by ....*
„ H. E. REYNELL & Co. in Japan..........*

Subjoined are some of the items consigned by these well-known Shippers

SPIRITS.

COGNAC—The popular "4 Star" quality and best.
COGNAC—The well-known "2 Star" quality.
WHISKY SCOTCH, in Heart Shaped bottles, a speciality.
WHISKY SCOTCH, in Ordinary bottles.
The "Glenlivet" Whisky in round bottles.
The "Square bottle" Whisky of Napier Johnstone's.
The Celebrated "CARLTON"—11 *years old.*
WHISKY IRISH, the best selected, *very fine.*

N.B.—All the above Spirits are of excellent quality, and are recommended

WINES.

For Invalids use, PORT & SHERRY—Very Superior and reliable. AMOROSO, MANZANILLA, & PALE DRY SHERRY, distinguished by Blue, Black, and White Seals, Charming Wines. *Suit all tastes.*
CLARET, viz., Mouton, Larose, St. Estephe, Medoc in Quarts & Pints. Need no recommendation.

For Prices apply to either of the above Firms marked * [945

PORTLAND CEMENT.

J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1883. [1175

NEITHER the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Captain, Officers, or Crew of the American Bark "SOUTHERN CHIEF," during her stay in Hongkong Harbour.

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 11th June, 1887. [1147

NEW YORK LIFE INSURANCE Co.

ESTABLISHED 1845.

The BONUS paid in 1886 averaged over 23 per cent. As BONUSES are paid annually, this is equivalent to a quin-quennial Bonus of over 116 per cent.

C. SETON LINDSAY, Resident Manager,
CALCUTTA.
1086 |

INSURANCES.

THE NETHERLANDS FIRE INSURANCE COMPANY.

ESTABLISHED 1845.

THE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE at Current Rates.

W. R. LOXLEY & Co.
Hongkong, 24th March, 1887. [608

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [13

THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S
5 YEAR DIVIDEND POLICY

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will be paid *immediately on proof of death, together with a Mortuary Dividend of 50 per Cent. of all premiums received during the 5 Year period in which death may happen.*

Prospectus and full particulars may be had on application to

GIBB, LIVINGSTON & Co.,
Acting Agents.
Hongkong, 13th January, 1887. [61

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.
Hongkong, 20th May, 1881. [60

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed General Agents for the above Company are prepared to accept RISKS against FIRE at Current Rates.

SCHEELE & Co.
Hongkong, 20th May, 1887. [1008

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [968

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January, 1882. [16

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.
Hongkong, 1st April, 1885. [685

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ °/. nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 27th March, 1882. [721

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [14

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [12

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 13th January, 1884. [177

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ....at ½ °/. Net per Annum.
On First-class Godowns, & Merchandise stored therein ....at ½ °/. Net per Annum.
On Coals ....at 1 °/. Net per Annum.
On Petroleum in licensed Godowns ....at 1½ °/. Net per Annum.
On First-class Chinese Tenements ....at 2 °/. Net per Annum.
On Second-Class Chinese Tenements..........at 2½ °/. Net per Annum.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 5th August, 1881. [15

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [555

AUCTION.

NOTICE.

TO be Sold by Public Auction at H. B. M. Consulate, Shamien, Canton, at 11 A.M., on MONDAY, the 27th day of June, by Order of the Surveyor, H. M.'s Office of Works, Shanghai, the LEASE of Lot No. 39, of the British Concession at Shamien, subject to the following conditions, viz:—

1°—The Lot will be put up at an upset price of $1,000.

2°—The Lot shall be knocked down to the highest bidder at or above the upset price, but the sale shall not be considered conclusive until the approval of H. M. Minister at Peking, of H. M.'s Consul, and the Officer of H. M. Office of Works, in China, be obtained to the proposed purchaser, who shall deposit with H. M.'s Consul a sum of $100 on the fall of the hammer, such deposit to be returned without interest, to the intending purchaser in the event of his offer not being approved within six months from the date of sale.

In the event of the intending purchaser withdrawing his offer within the same period the deposit of $100 to be forfeited to H. M.'s Government.

3°—The Form of Lease under which the Lot will be disposed of will be held to be the same as that now in force in regard to the other Lots on the Concession, a Copy of which can be seen upon application to H. M. Consul, Canton.

CHAL. ALABASTER,
Consul.
H. B. M. Consulate,
Canton, 6th June, 1887. [1130

BANK HOLIDAY.

IN accordance with Section 4 of Ordinance No. 6 of 1875, TO-MORROW, the 21st inst., having been appointed a Public Holiday, in Honour of the Fiftieth Anniversary of Her Most Gracious Majesty's Accession, the following Banks will be CLOSED for the Transaction of Public Business on that day.

FOR THE CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
JOHN THURBURN,
Manager, Hongkong.

FOR THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
T. H. WHITEHEAD.
Manager, Hongkong.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.

FOR THE COMPTOIR D'ESCOMPTE DE PARIS,
J. ARRANGER,
Acting Agent.

FOR THE NEW ORIENTAL BANK CORPORATION, LIMITED.
E. W. RUTTER,
Manager, Hongkong.
Hongkong, 16th June, 1887. [1182

THE LONDON AERATED WATERS MANUFACTORY.

THESE POPULAR WATERS are now being Manufactured at Nos. 1 & 2, BEACONSFIELD ARCADE, where orders will be received and promptly executed at the usual moderate charges, viz:—

Soda water..........	3 dozs.	for	$1.00
Tonic..........	3	„ „	1.00
Lemonade..........	3	„ „	1.00
Gingerade..........	2	„ „	1.00
Raspberryade..........	2	„ „	1.00
Sarsaparilla..........	2	„ „	1.00
Seltzer, Lithia, and other Mineral Waters	1	„ „	.40

D. K. GRIFFITH & Co.
Hongkong, 16th June, 1887. [1180

ROWLANDS' KALYDOR

cools and refreshes the face and hands of all exposed to the hot sun and dust, eradicates freckles, sunburn, tan, &c., and produces a beautiful and delicate complexion.

ROWLANDS' ODONTO

whitens the teeth, prevents decay, and gives a pleasing fragrance to the breath.

ROWLANDS' MACASSAR OIL

preserves and beautifies the hair, and can be also had in a golden colour.

Sizes 3/6; 7/-; 10/6.

Ask Chemists for Rowlands' Articles, of 20, Hatton Garden, London. [1020

FOOCHOW HOTEL, FOOCHOW.

NEW and COMMODIOUS PREMISES. adjoining EASTERN EXTENSION TELEGRAPH COMPANY'S OFFICE.

TERMS MODERATE.

G. T. BROCKETT,
Proprietor.
June 1st, 1887. [1135

AFONG, PHOTOGRAPHER

Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos. of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.

IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or Opal.

INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.

STUDIO—ICE HOUSE LANE. [62

NOTICE.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

CHINA NAVIGATION COMPANY, LIMITED.

One of the steam vessels of the above Companies is appointed to leave Hongkong for Australian Ports every nine days. When the sailing date falls on a Sunday, the departure will take place at daylight on that day.

SCHEDULE OF SAILINGS TO 30TH JUNE, 1887.
27th June.

Agents,
EASTERN & AUSTRALIAN STEAMSHIP Co., LD.
BUTTERFIELD & SWIRE,
CHINA NAVIGATION COMPANY, LIMITED

NOTICE.

FOR the Convenience of Customers, the PRODUCTIONS of the "CHINA SUGAR REFINING COMPANY, LIMITED" can henceforward be obtained by RETAIL FOR CASH, at No. 3, Peel Street, at the same Prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their monthly requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 28th July, 1885. [34

NEW ADVERTISEMENT.

NOTICE TO CONSIGNEES.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "INDUS" and "ANADYR."

QT (in diamond) Nos. 974/75=2 cases Tobacco.
SC (in diamond) Nos. 195/96=2 Bales Cottons from London, Consigned to Order.

G. DE CHAMPEAUX,
Agent.
Hongkong, 20th June, 1887. [2

NEW ADVERTISEMENTS.

NOTICE.

I HAVE THIS DAY RESUMED CHARGE of my Business in Canton and Hongkong. Any Documents without my Signature are not to be taken as valid after this date.

B. P. KARANJIA.
Canton, 18th June, 1887. [1193

NEITHER the CAPTAIN nor the OWNERS of the German steamer "ALWINE SEYD" will be RESPONSIBLE for any DEBTS contracted by Officers, Engineers, or Crew of the said steamer.

Hongkong, 20th June, 1887. [1200

TO BE LET.

ONE GOOD ROOM suitable for an Office, on the GROUND FLOOR of our Offices, Bank Buildings, with separate Entrance.

Possession 1st July.

Apply to
ADAMSON, BELL & Co.
Hongkong, 20th June, 1887. [1197

FOR SHANGHAI.

THE Steamship
"YANGTSZE,"
Captain Th. W. Starling, will be despatched for the above Port TO-DAY, the 20th inst., at FOUR P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, 20th June, 1887. [1199

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS.
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "OCEANIC" will be despatched for San Francisco, *via* Yokohama, on TUESDAY, the 21st June, at SIX A.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/. from Return Fare; if re-embarking within one year, an allowance of 10 °/. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 20th June, 1887. [4

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW, and Ports on the YANGTSZE).

THE Company's Steamship
"CANTON,"
Captain Bremner, will be despatched as above on WEDNESDAY, the 22nd instant, at FOUR P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 18th June, 1887. [1196

FOR YOKOHAMA, DIRECT.

THE Steamship
"HANKOW,"
McKenzie, Commander, will be despatched for the above Port on WEDNESDAY, the 22nd inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 20th June, 1887. [1201

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"PORT AUGUSTA,"
2,833 Tons Register, Hogg, Commander, will be despatched for VANCOUVER, B.C., VIA KOBE AND YOKOHAMA, on SUNDAY, the 26th June, at DAYLIGHT.

To be followed by S. S. "BATAVIA."

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY.

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly equipped line ever constructed on the American Continent, and specially adapted for Summer travelling.

Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C., and sent to us.

Freight will be received on Board until NOON on the 25th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until NOON the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.
Hongkong, 20th June, 1887. [852

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, SYDNEY, AND MELBOURNE.

THE Company's Steamship
"TAIYUAN,"
W. M. Dodd, Commander, will be despatched as above on TUESDAY, the 28th instant, at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th June, 1887. [1195

HING LUNG'S

BEST FIRE CRACKERS
and all kinds of FIRE WORKS.
Also,
MAN SHUN WING'S
CHEFOO PONGEE SILK
WHOLESALE.
FUNG TANG, Sole Agent,
42, BONHAM STRAND, Hongkong. [1062

INTIMATIONS.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

TELEPHONE No. 12.

The Daily Press.

HONGKONG, JUNE 20TH, 1887.

FOR the greater part of the past week much inconvenience has been caused by a strike of the licensed chair bearers, which as yet shows no signs of coming to an end. Fortunately the jinricksha coolies have not joined in the strike, and as it is possible to get up to most of the higher levels in jinrickshas if detours be made in search of the more gentle gradients, while these conveyances are ordinarily used almost to the entire exclusion of chairs along Queen's-road, the inconvenience has not been so great as it would have been before the introduction of the man-power carriage. The inconvenience makes itself felt very sensibly, however, while the men on strike are on their part losing their livelihood. It is desirable, therefore, that the strike should be brought to an end as soon as possible. The Government has the support of the majority of the European community in the attitude of firmness it has taken up, and we have heard more than one resident express his readiness to do without chairs all the summer rather than see a giving-in policy adopted. Those who keep private chairs are, of course, not inconvenienced in any way, and are not interested except in seeing the Government maintain its authority. A policy of firmness is undoubtedly necessary in governing Asiatics. But justice ought to go hand in hand with firmness, and in this case the coolies maintain they are not being treated justly. They are at all events entitled to a hearing. As our readers are aware, the difficulty has arisen from a new regulation issued by the Government requiring all licensed bearers and drivers of vehicles to be photographed. The object of the regulation is to prevent the transfer or sale of licences, which, it is alleged, has been going on very extensively. The jinricksha coolies have submitted to the regulation without raising any serious objection. The chair coolies to a man refuse. The question naturally arises—Why, if the jinricksha coolies are willing to be photographed, should the chair coolies decline? The explanation, as we understand, is this. The jinrickshas are not usually the property of the drivers. One man will own perhaps twenty or thirty of these vehicles, and he lets them out to the licensed drivers at so much per day. There are five hundred jinrickshas licensed and a thousand drivers. The proprietors therefore never have any difficulty in finding drivers, as there is always a full supply of duly licensed men ready to take the place of those who may be sick or absent, each vehicle usually having only one diver at one time. The case of the chairs is different. Each chair requires two men; the chairs are generally the property of the bearers themselves; and there are only double the number of bearers licensed that there are chairs. Consequently, if one of the bearers falls sick, or if he wants to go home to the country for a short time, he must either find a substitute or his *foki* must also cease work and the earnings of the chair be entirely lost. They claim, therefore, that it is necessary for the conduct of their business that they should be allowed to engage substitutes from time to time, and as the object of photographing them is to prevent any but licensed bearers carrying chairs, they object to the regulation *in toto* and refuse to take out licences on the new conditions. Such is the case of the chair coolies, and it must be admitted, we think, that there is something in it. On the other hand, the Government, we believe, while rightly determined to put down the unauthorised transfer of licences and to keep the power in its hands of fixing on the responsible men, viz., the legitimate holders of licences, are willing to allow substitutes when circumstances render their employment necessary. Such being the state of affairs, nothing but a little tact is wanting to bring about an arrangement, and that without any loss of dignity on either side. And it may be remarked in passing that the coolies have so far behaved remarkably well. Some hundreds of men have been thrown out of work for several days, but they have taken it with the greatest good humour, and not a single case of disorderly conduct has thus far been reported in connection with the strike. By and by, when their means are exhausted and they begin to get hungry their disposition may undergo some change, but as yet they have given no cause of complaint. Under the circumstances, we think the Government might meet the coolies in a benevolent spirit. When it is desired to engage a substitute, there would be no difficulty in letting the parties go up to the Police Station to notify the fact, and in keeping a registry of the permits given. This would involve a little clerical labour, but that is hardly worth consideration. The time for which it should be lawful to employ a substitute might be limited, and on the expiration of that time the substitute might be required to take out a licence for himself if his principal had not returned. Some such arrangement would, we think, meet the case; and if the principle of the employment of substitutes be once admitted there ought to be no great difficulty in arranging the details. As to the dignity of the Government, we fail to see that there would be any loss of it by modifying regulations which it has been found would inflict unnecessary and unintended hardship.

THE Japan papers record a fire which occurred in the godowns of the Japan Mail Steamship Company at Tokyo on the 7th instant. The *Japan Mail*, in concluding its account says:—"The Company, we understand, is not liable for the goods destroyed, since, according to its regulations, these are taken at shipper's risk. We should imagine, however, that such a principle will not be observed in practice. The feeling of insecurity created in the mind of the public, should the Company refuse to acknowledge its responsibility for articles entrusted to its care and actually stored in its godowns, must in the end cause a loss incomparably greater than the value of the goods burned in this particular case." The point raised by our contemporary is rather a nice one, and one which we have heard discussed in Hongkong hypothetically though fortunately no case has occurred in which it has been practically brought to an issue. Goods not taken delivery of from the ship's side are usually stored at consignee's risk and expense and are not covered by insurance. It certainly seems a foolhardy proceeding to leave a large quantity of goods stored in a godown uncovered by insurance even for twenty-four hours. Naturally the insurance ought to be paid for by the owners of the goods, but it would be the more convenient course for the godown-keeper to effect the insurance, apportioning the charges amongst the owners when delivery was taken. If a practice of this kind were established it would remove an element of insecurity in business which at times causes some anxiety under the present system.

H.M.S. *Alacrity* arrived at Shanghai on the 14th June.

There are nine cases for trial at the Criminal Sessions, which commence on Wednesday.

There will be a special thanksgiving Service in Union Church to-morrow commencing at 8.30 a.m.

To-morrow being a general holiday there will be no issue of the *Daily Press* on Wednesday morning.

The C. M. S. N. Co's steamer *Yungning* has been re-christened. She will now be known as the *Haechang*.

The Agent informs us that the M. M. steamer *Oxus*, with the outward French mail, left Saigon at noon yesterday for this port.

The O. & O. steamer *Oceanic* will be despatched for San Francisco at 6 a.m. to-morrow instead of in the afternoon as previously advertised.

Her Majesty's confirmation and allowance of the Ordinance to regulate the carrying and possession of arms is proclaimed in Saturday's *Gazette*.

Private telegrams from London, received in Shanghai on the 12th instant, say that the silk market was in a state of panic and quite demoralised.

There were 99 deaths in the colony during the week ending the 11th June, of which five were amongst the civil section of the British and Foreign community.

The *Shen-pao* says that the Tsungli Yamen and the Japanese Minister at Peking are consulting about the revision of the treaties now existing between the two countries.

It is notified in the *Gazette* that Major Tripp, Commandant of the Hongkong Volunteers, has been granted three months' leave of absence, and that Captain Francis has been appointed Acting Commandant.

His Excellency the Acting Governor has given his assent, in the name and on behalf of the Queen, to the Police Force Consolidation Ordinance and the Ordinance for the naturalisation of Chan Kwok Yin.

The Parsee community of Canton intend to meet on 21st June, at 8 a.m., to offer prayers and thanksgivings to the Almighty, in celebration of the 50th anniversary of Her Most Gracious Majesty's accession to the throne.

H.M.S. *Linnet*, from Hongkong, arrived at Shanghai on the 13th instant. The German gunboat *Wolf* arrived on the 12th, from Amoy. H.M.S. *Merlin* returned to Shanghai on the 12th having been outside surveying.

At a general meeting of Freemasons held at Shanghai on the 15th June it was unanimously resolved to have a Masonic Procession on Jubilee Day. A meeting of the District Grand Lodge will be held at 9.30 o'clock, in the forenoon, to which all Freemasons will be invited, and the Brethren will afterwards form themselves into procession and march to the Cathedral, where seats have been set apart for them.

The *N. C. Daily News* says:—A contract was signed, on the Queen's birthday, by H.E. Liu Ming-chuan, Governor of Formosa, and Messrs. Jardine, Matheson & Co., for the supply by the latter of rails, rolling-stock, and bridge for a narrow-gauge light-weight railway of eighty miles in length. The line is to be from Tamsui to Changhua, the future capital of the island, and presents no natural difficulties, except the Taikia river, which is to be spanned by a lattice girder bridge in two sections of a joint length of 1,400 feet.

The following returns of the average amount of Bank Notes in circulation and of specie in reserve in Hongkong, during the month ended the 31st May, 1887, as certified by the Managers of the respective Banks, are published in the *Gazette*:—

BANKS.	AVERAGE AMOUNT.	SPECIE IN RESERVE.
	$	$
Chartered Mercantile Bank of India, London, and China.	1,012,973	400,000
Chartered Bank of India, Australia, and China	932,958	500,000
Hongkong and Shanghai Banking Corporation	2,793,613	1,500,000
	$4,739,544	$2,400,000

The *N. C. Daily News* hears that the speech of the Marquis Tsêng, at the luncheon after the laying of the foundation stone of the New Cathedral at Peking, has been much commented on in the capital. He is reported to have said that he wished M. Constans, the French Minister, could continue the protection to missionaries which he had extended to them heretofore; which is quite opposed to Chinese policy on the subject. But it is understood that the Marquis was displeased with Li Hung-chang's having sent the mission to the Pope to procure the appointment of a Nuncio to China, and this and other matters have led to unpleasantness or something more in the relations between Li and the Marquis, and this feeling is supposed to have inspired the speech. The latter does not seem to have got on very well with other statesmen since his return, which is, perhaps not much to be wondered at, and it will not be a matter for surprise if he is soon provided for in the provinces.

On the 5th instant a locomotive, which was making a trial on the line between Kanagawa and Odawara, came into collision near Hodogaya with a train loaded with materials and about forty workmen. The front part of the train was injured and several of the workmen slightly wounded.—*Japan Gazette.*

The application reported in our issue of Thursday last for a summons against Daniel Wise, an excise officer, and on that date adjourned until Saturday, was in due course granted to the applicants, but Mr. Wodehouse being at the present time engaged in drawing up a report upon the entire matter to the Government, we understand that the summons has not been taken out, the matter being left in the hands of Mr. Wodehouse to deal with as he may see fit.

The following Orders have been issued by the Acting Commandant of the Hongkong Volunteers:—"Officers, Non-Commissioned Officers and Gunners desirous of attending the Thanksgiving Service to be held at St. John's Cathedral, on Tuesday, the 21st June instant, are requested to parade at Head Quarters, at 9.30 a.m. on that day. Officers will appear in white, with helmets, swords and pouches. Non-Commissioned Officers and Gunners in white uniform and helmets, with side arms."

The trees along Queen's-road and elsewhere in the colony have been undergoing extensive pruning lately and the shade they formerly gave has in some cases been very sensibly reduced. As the trees which are planted along the sides of the streets can only be allowed to throw out branches of any length towards the centre of the street, the weight on that side causes the tree to bend over and endangers its safety in case of a typhoon or heavy gale. We believe this is the reason of the unusually severe nature of the pruning which has been going on lately.

Mr. F. J. Sylvester, of Signor Chiarini's Circus, died at Shanghai on the 13th instant at the comparatively early age of 49. Deceased was widely known as a famous trainer of animals, and most of our readers (says the *Mercury*) will, doubtless, recollect the performances, last year, of the zebra and the performing dogs. Those animals were trained solely by the late Mr. Sylvester, whose genial face will be sadly missed by circus-goers. The funeral took place at 4 o'clock the following afternoon and was largely attended, a great number of friends and Masonic brethren being present, in addition to all the members of Signor Chiarini's Company.

The *N. C. Daily News* says:—With Mr. H. M. Becher, the manager, all the foreigners employed at the Pingtu Gold Mine in Shantung have been obliged to resign. The cause is not far to seek. General Li himself, who has charge of the mine, may be a perfectly honest man, but he is surrounded, as is the rule in China, with a crowd of sons and cousins and nephews, who found the mine doing a great deal too well to please them. The whole of the gold secured was accounted for as long as there were foreigners in charge, and the pickings were worthless. They have now succeeded in getting rid of the foreigners, and their own industry will be for a little while rewarded according to their idea of their deserts, but there is little doubt that they will soon kill the goose that is laying them the golden eggs.

On Saturday evening, to a good house, Mr. Sheridan's Company played *Fun on the Bristol*, which apparently enjoys an undiminished popularity. Never has the piece been better acted and never was an audience more enthusiastic than on Saturday. Every hit told, and encores were so plentiful that they must almost have become a source of pain rather than pleasure to the performers. As *Widow O'Brien* Mr. Sheridan was, of course, perfect. No amount of description can convey any idea of the acting of this true comedian. Miss Livingstone was again well received, and Mr. Holland gave a good account of the small part allotted to him. Perhaps the gem of the evening, although it is somewhat difficult to decide with such an *embarras de richesse*, was Mr. Dunbar's rendering of the *Torreador*. Almost equally good were Miss Fraser in her song *The Fisherman's Child*, Miss Melville with the *Wood Nymph's Call* and her clever imitation of the echo, and Mr. Hagan with the popular *Come Back*. The Company intend resting next week before proceeding to England, but it is their intention to give a performance next Saturday evening. The programme has not yet been definitely decided upon.

A case of some interest has been heard at the Mixed Court, Shanghai, when a native match manufacturer was summoned by Messrs. Major Bros. for imitating the labels on their match boxes with a view to deceive the public, and to the injury of the complainants. Samples of both the boxes were submitted to the Court, and without a very minute examination of the labels, and some acquaintance with Chinese on the part of the observer, they appeared quite similar. Mr. Pereira, who appeared for Messrs. Major, pointed out that his employers' trade mark was very well known, and people purchasing the spurious article would not be likely at a glance to discover the discrepancy between the Chinese characters on Major's boxes and those upon the imitation. The defendant pleaded that he had a right to use the label, and Mr. Tsai supported this opinion, and acutely pointed out to the Assessor, Mr. Carles, that Messrs. Major had frequently reprinted Chinese books, for which they were not called to account, which remark Mr. Carles directed Mr. Pereira to remember for the information of Messrs. Major.—*N. C. Daily News.*

An "express" was circulated on Saturday by the Committee of the Lusitano Club at the request of Mr. A. G. Romano, Consul-General for Portugal, inviting the Portuguese community to attend a meeting to be held at the Hall of Luiz de Camoens at the Club at 11 a.m. yesterday for the purpose of considering and deciding the most appropriate manner of congratulating Her Most Gracious Majesty on the occasion of the fiftieth anniversary of Her Majesty's accession. At the appointed hour a large number of our Portuguese friends assembled at the Hall. Mr. Romano was requested to take the chair, and in a short speech he said all present would agree with him that congratulations should be sent to Her Majesty on this auspicious occasion. He asked them to suggest the best form those congratulations should take. It was decided by the meeting that a congratulatory telegram be sent to Her Majesty on the morning of the 21st instant, and that a deputation be appointed with Mr. Romano as spokesman to wait upon and request His Excellency the Acting Governor to have the telegram conveyed. We understand that 3.30 p.m. to-day is the hour appointed by the Acting Governor to receive any deputations wishing to send congratulations to Her Majesty.

The British schooner *Beatrice*, Captain Williams, which arrived at Yokohama on the 12th instant from Guam, brought up the captain and crew of the British barque *Afton*, recently wrecked after striking on a reef off the Island of Lisansky, about 800 miles from Honolulu. To Captain Gilmour, her late master, we (*Japan Gazette*) are indebted for the following particulars of the disaster:—The British barque *Afton*, 849 tons, built of iron, and owned by D. Hunter, of Ayr, Scotland, left Newcastle, N.S.W., on February 28th, with a cargo of coals, bound for San Diego. She experienced moderate S. and S.E. winds, with fine weather, till March 31st, on which date she struck a reef off the island of Lisansky. Considerable cargo was discharged and thrown overboard and the vessel was ultimately got off, after 36 hours hard labour. She was, however, making water so rapidly that the captain and crew were compelled to abandon her and take to the boats, with the intention of making for Honolulu, a distance of 800 miles, but owing to adverse winds and weather little or no progress was made. There was no alternative therefore but to run before the wind, and after being in the boats for 29 days and sailing a distance of 2,500 miles, they succeeded in reaching Guam. By this time the allowance of water allotted to each man was less than a pint, and had they not been fortunate enough in meeting with rain they would have been out of that most needful article for days before reaching the islands. The only mishap that befell the company was the death of the chief officer, Mr. E. A. King, who was in charge of one of the boats. A week before reaching land the deceased was standing up, taking off his coat, when the boat gave a lurch and he fell overboard and was drowned. This catastrophe cast a gloom over the whole company for many days. With the exception of one day, favourable weather was experienced during the whole of the time the men were in the boats. On the occasion referred to, the wind blew fresh from the N.E. with a rough northerly sea and swell. Considering the length of time the crew were in the boats and the privations and exposure they were subjected to, all appear in excellent health and spirits.

Fire broke out in the large brick godowns of the Japan Mail Steamship Company, in Tôkyô, on the night of the 7th instant. The contents of three godowns were destroyed, but the buildings themselves were not permanently injured.

On Saturday morning a number of gentlemen, by kind invitation of Messrs. Marty and D'Abbadie, accompanied the new river-steamer *Dragon*, which has been built by the Hongkong and Whampoa Dock Company for the Services des Correspondances Fluviales du Tonquin, on her trial trip. Among those on board were:—Messrs. A. R. Marty; David Gillies, Manager of the Dock Company; Captain Lerède, Captain Superintendent of Messrs. Marty and D'Abbadie's line of steamers; M. Gouian, Resident of Son-tay; and Mr. Cooke, assistant manager to the Dock Company. The steamer started just off Pedder's Wharf shortly after ten o'clock. She then ran from the Kowloon Observatory to the S.W. point of Chung Hue Island in twenty-eight minutes, returning from that point to Kowloon in twenty-seven minutes, that is, going on an average, 10½ knots per hour. She then steamed from Kowloon for the Channel Rocks and thence back to Chung Hue, the time on this occasion being a little better. The contract speed is, we believe, ten knots per hour, so that the record may be considered satisfactory. The vessel then made a run up the Canton River, and about 2 p.m. the assembled guests sat down to a well-served tiffin. After tiffin Mr. Gillies rose and proposed success to the new vessel and to the firm of Messrs. Marty and D'Abbadie. In response Mr. Marty thanked those present for the way in which they received the toast and proposed prosperity to the Dock Company, with which he coupled the name of Mr. Gillies. Mr. Gillies, in reply, said that he trusted the new vessel would not only be a source of profit to the owners but would so sustain the reputation of her builders in the part she was going to that fresh orders from that quarter would result. The vessel having by this time reached Lintin Bay, was put about and steered for Hongkong. On the return journey several experiments were made as to the time occupied in turning and in reversing the engines, all of which resulted satisfactorily. The *Dragon* reached the Douglas wharf about 4.30 p.m., after having made a very satisfactory trip, and a very pleasant time having been spent by those on board.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 16th June.

RUSSIA AND THE EGYPTIAN QUESTION.

Russia is putting great pressure on the Porte against the Anglo-Turkish convention and demands payment of the arrears of the war indemnity.

Austria, Germany and Italy are supporting England.

LONDON, 17th June.

THE HEALTH OF THE EMPEROR OF GERMANY.

The Emperor of Germany has taken a fresh cold and is weak.

SUPREME COURT.

18th June.

IN SUMMARY JURISDICTION.

BEFORE MR. A. J. LEACH, ACTING PUISNE JUDGE.

THE CHINA SUGAR REFINERY CO., LIMITED, v. HOOPER.

This was an appeal against the valuation placed by the respondent, the Government valuer, upon the tenements at East Point held by the appellants.

Mr. Wilson (of Messrs. Wotton and Deacon's) appeared for the appellants, and Mr. A. B. Johnson, Crown Solicitor, for the respondent.

His Lordship delivered the following judgment:—

This is an appeal under the Municipal Rates Ordinance 1885 Section 13 against the valuation put upon the appellant Company's tenements at East Point by the Government valuer, on the ground that the whole of the premises are valued beyond their full and fair annual value. The valuation appealed against is an alteration of the existing valuation. Section 13 of the Ordinance (so far as material) is as follows:—"Any person aggrieved on the ground that . . . . . . any tenement for which he is rateable is valued beyond its full and fair annual rental, may not later than fourteen days after the last day upon which the valuation list is open for inspection, or fourteen days from the date of actual service upon him of the notice C in Section 9 mentioned, or of demand for payment, if no such notice has been served, appeal to the Supreme Court in its Summary Jurisdiction." The notice C referred to in the above section is, by Section 9, to be served not later than seven days after the day for completing the valuation when any tenement is valued for the first time or the existing valuation is altered. Section 30 says that service of any notice under the Ordinance may be effected by leaving it at such tenement if occupied, or if not occupied, at the abode or place of business of such owner. Section 14 requires the appellant to give notice of the intention to appeal and of the ground of appeal to the valuer seven days at least before the holding of the Court at which the appeal is to be heard. Section 15 enacts that "the Court upon proof of such notice having been given, shall hear and determine the matter of appeal" &c. No provision is to be found in the Ordinance as to the mode in which the appeal is in the first instance to be lodged or entered at the Supreme Court. Mr. Wilson, for the appellants, was about to open the case upon the merits, when I asked him whether the requirements of Section 13 had been complied with, and requested him to show that the court had jurisdiction to entertain the appeal. It then transpired that no appeal had been lodged or entered at the Supreme Court in any form or shape either within fourteen days after the last day upon which the valuation list was open for inspection, or within fourteen days of the date of actual service of the notice C. It appears that notice of appeal was given to the Supreme Court on 11th May, the day after the last day on which the valuation list was open for inspection; that the valuation for the Victoria portion of Hongkong was completed on the 9th April and that the notice C was served on the appellants through the post on the same date. Although Section 30 does not say by whom the notice is to be left, it was probably intended to mean by the valuer, but the section is permissive. The appellants admit the receipt of the notice, and I am of opinion that the service of the notice in this case was a substantial compliance with the section. It follows that the appellants did not enter or lodge their appeal or give notice of appeal at the Supreme Court within the time prescribed by Section 13. The question then arises, is the requirement of Section 13 as to appealing to the Supreme Court a condition precedent to the exercise by the Court of the jurisdiction to entertain the appeal? Mr. Johnson, on behalf of the valuer, raised no objection to the jurisdiction, and indeed, as I understood him, was willing that the appeal should be heard on the merits. Mr. Wilson cited the case of the Park Gate Iron Co. v. Coates, L. R. 5 C. P. 634, as showing that the objection could be waived. He also urged that having regard to Section 15 of the Ordinance, the Court was bound to hear the appeal upon proof of service of the notice prescribed by Section 14, and that at any rate, under Section 92 of the Code of Civil Procedure, the Court would enlarge the time. However reluctant the Court may be to disallow an appeal of this kind, it seems to me to be clearly the duty of the Court to ascertain whether it has jurisdiction or not in a case, where a special right of appeal is given, and to take care that it does not proceed extrajudicially. The principle involved in the case seems to be this. If the entry or lodging of the appeal within a prescribed time is that which gives the Court jurisdiction, or in other words, if the entry or lodging the appeal is a condition precedent to the exercise of such jurisdiction, then the non-compliance with the requirements of the Ordinance is fatal and cannot be waived by the conduct or consent of the parties. If, on the other hand, the entry or the lodging of the appeal is not that which gives the Court jurisdiction but is simply procedure, the parties could in civil cases waive the due entry or lodging of the appeal. The principle is laid down in the case of Morgan v. Edwards, 5 Hurl & Nor., p. 415, and in Maxwell, p. 334. That case is cited and acted upon in numerous subsequent cases, but I do not think it is necessary for me to refer to any of them except the case of Park Gate Iron Co., (Lim.) v. Coates, above cited. It appears to me that that case is clearly distinguishable, and as Lord Esher, the present Master of the Rolls, (then Sir Wm. B. Brett) points out, the jurisdiction of the Court depended on whether the amount in dispute was within the jurisdiction of the county, and whether a form of special case had been adopted, and that the notice of appeal and giving of security was a matter of procedure for the benefit of the respondent.—I have to look to the true construction of the Ordinance and see what it is that gives the Court jurisdiction, and it appears to me it is the appeal to the Supreme Court within the prescribed time. That being so, no objection to the jurisdiction can be waived. The Ordinance is an important one, and it is desirable that as far as possible there should be one settled practice. It may possibly in some cases give rise to hardships that the time prescribed for appeal should be so material, but it is better that a general rule should be settled; and it does not appear to me to be a hardship in the present case; and if it be a case of hardship, application can always be made to the Government for relief. I do not think Section 92 of the Code of Civil Procedure, which relates to procedure, applies at all to this case, and if it did so apply no sufficient grounds have been shewn for extending time. Nor do I think that Section 15 of the Ordinance can be read alone, it must be read in conjunction with Section 13. That is to say if the appeal is duly lodged or entered at the Court, the Court is bound, upon proof of service of the notice mentioned in Section 14, to hear the appeal. This is not a case in which the appellant has done anything to perfect his right of appeal, and the appeal must be dismissed with costs.

CANTON.

[FROM OUR CORRESPONDENT.]

17th May.

There has been a great row amongst the Manchu Garrison here. It seems that two Manchus had severely assaulted a tree seller in the city, and the *Kai-fong*, who formed the opinion that the hawker was likely to die, petitioned the Nam Hoi Magistrate. The assailants were arrested, and their case was carried to the Tarter General, who sentenced them to be beaten with bamboos and cangued at the scene of the offence. The Manchus considered this a disgrace, and they went first to the two divisional officers to ask them to intercede with the Tarter General not to have the sentence carried into effect. The officers refused to comply with this request, and thereupon their Yamens were attacked and partially pulled down. The mob then went to the General's Yamen, about a thousand men and women, in a state of great excitement and demanded the release of the two men. This was refused, and thereupon showers of stones were thrown into the Yamen. Finally the mob was dispersed without any more serious damage being done, but discontent runs high. It is said the General has telegraphed to Peking for instructions.

TIENTSIN.

8th June.

The French contract for making the Port Arthur (Lu-shan-kow) works is already a very great trouble to all concerned, and the Chinese Tao-t'ais are in deep perplexity. By the *Pechili* and *Bordeaux* large quantities of material have come, and as no preparations were made to discharge from the vessels, land on the shore and house, the delays have been excessive and the bills for demurrage are serious. The French engineers, whose professional merits I do not question, seem to have no faculty of organisation, and the whole place, works, and ways of carrying on operations, may justly be stated as confusion itself. Nearly every day, sometimes two or three times in a day, there are quarrels with the coolies, masons, bricklayers, etc. The wrangles with the Chinese officials are incessant. Contentions are raised about former English contracts for machinery, etc.; fights are made about rates of exchange, and there is friction all round. The works do not progress, as all the engineering energy seems to be expended in disputations. If the progress is not quickened the works, which are much needed, will be not complete in three years, probably not in thirty.

The Taot'ai Chou Fu is between Scylla and Charybdis. He is responsible for the contract; and has made himself responsible to the French syndicate by taking charge of the labourers. As the loss on the contract will be very large, and must be borne by some one, it would seem that he will in the end manage to take the heavy burden on himself

The policy of the management of the French syndicate is novel. They have competitors here English, American, and German. The Chinese, with extreme impartiality, get offers from all. Tenders are received, always giving exact costs without profit, commission, or allowance for expences even. The French syndicate then steps in and takes the contract at ten per cent. below the lowest English, American, or German tender. Presuming that the contract thus obtained will be carried out honestly, and that good rails, machinery, or material will be supplied, observing also that the expenses of the French syndicate are very heavy, and include items not reckoned or expended by their competitors, the question arises how long will the French be able to bear the incessant depletion and loss? If the contracts are made on a larger scale the prospect is alarming, as in that case China will become a bottomless pit for French savings.

The system of business is vicious, but it is a French conception. To observers, who have no interest in the results, this game of "beggar my neighbour" is at once amusing and instructive.—*N. C. Daily News* Correspondent.

PEKING.

We have been having lately rather a gay time at the capital, and there have been an unusually large number of visitors. Public attention has been centred in the celebration of the Queen's birthday and the marriage at the French Legation. The festivities of the week commenced on Monday by a grand dinner given to Prince Ching and Their Excellencies of the Tsungli Yamen at the British Legation. The Prince proposed the health of the Queen and the toast was interpreted by H.E. the Marquis Tsêng. Sir John Walsham proposed the health of the Emperor and Empress and the welfare of China, which was interpreted by Mr. Bullock. This is the first occasion we believe that the Yamên ministers have dined with the present British minister. Monday, the 23rd, was selected as more convenient to the Prince, who had pressing State duties to attend to on the 24th. On the evening of the 24th Sir John and Lady Walsham gave a grand diplomatic dinner, and later in the evening there was a grand reception of the foreign community. The handsome saloons of the British Legation were all ablaze with the decorations of the diplomatic body. We noticed particularly the German, Russian, Italian, and Japanese Ministers and their secretaries. The French Minister retired early on account of the festivities at his own Legation on the following day. The U.S. Minister and family were debarred from being present by a case of varioloid in the Legation. The Marquis Tsêng and his secretaries were also present and added to the grandeur of the gay scene. A supper and dancing filled up a most pleasant evening On the 25th all Peking was astir and wending its steps towards the French Legation where, under the shadow of the tricolour flag, an important ceremony was about to be performed. Dr. Mirabel of the Legation was married to Miss Couzinet, the niece of M. Constans, at first in the drawing room of the Legation and afterwards in the Chapel. This is the 4th marriage that has taken place this year at Peking. This is something new and therefore worth recording. Two pretty little maids acted as bridesmaids. The Peitang brass band discoursed music during the ceremony. The church was tastefully decorated for the occasion and the band was concealed behind shrubbery and flowers. Refreshments were provided for the guests. The health of the newly married couple was proposed by H.E. M. von Brandt. H.E. The Marquis Tsêng and the other Ministers signed the marriage register. The happy couple proceeded afterwards to Heilungtan to spend the honeymoon.

Smallpox has been making its presence felt here lately and has thrown the foreign community into some consternation. Fortunately as yet only one foreign child has been attacked with the modified affection and she is now convalescent. We have had two or three storms of thunder with vivid lightning and some rain. We are losing some of our residents. Besides the ordinary exodus, to the Western hills whither some have already proceeded, others have been ordered to the ports. Last Tuesday no fewer than nine individuals left together. Besides the Italian Minister there were two German students, Schrameier and Krause, proceeding to Tientsin and Amoy respectively, and Messrs. Brazier, Drummond and Bjornson of the Customs to Shanghai, Foochow and Tamsui respectively.

We are about to lose Mr. and Mrs. Spinney and Mr. and Mrs. Palm who go to Canton and Swatow respectively. Mr. Taylor from Newchwang has arrived to join the Inspectorate here. Mr. Edwin Denby has joined the Customs here.

The North China Mission of the American Board has been holding its annual meetings at T'ung-chow. The N. C. Tract Society has also held its annual meetings here. Dr. Martin delivered a valedictory address to the newly formed Young Men's Debating Society, at the Netherlands Legation, the subject chosen being most suitable—the "Formation of Opinion"—which was treated in the Doctor's usual able style. The Landgrave of Hesse has arrived on a visit to Peking at the German Legation. Mr. Holcombe has once more paid us a flying visit.—*N. C. Daily News* Correspondent.

THE QUEEN'S JUBILEE AT YOKOHAMA.

The following is the Programme of Festivities to be held on the 21st June, in celebration of the Queen's Jubilee:—

11 a.m.—There will be a special service in Christ Church.

2 to 6 p.m.—An afternoon party at the Cricket Ground, during which there will be an Assault at Arms by men from the British Squadron; Japanese Athletic and other performances; races for children; sports for blue-jackets; country dances; day fireworks, &c., two bands will play alternately during the afternoon; and Her Majesty's subjects request the company of their fellow residents, and of the ladies and children of Tokyo and Yokohama.

8 p.m.—A succession of Royal Salutes will be fired; and the Bund and the Camp Hill will be illuminated.

9 p.m.—There will be an amateur theatrical representation at the Public Hall of "Katherine and Petruchio," a comedy in two Acts, adapted from Shakespeare's "Taming of the Shrew" by David Garrick; also, "St. Patrick's Day, or the Scheming Lieutenant," a farce, by R. B. Sheridan; and, simultaneously, there will be an evening party at the Royal Naval Depot; at both of which entertainments the British Communities of Tokyo and Yokohama will receive their guests.

12 m.—The two parties will re-unite at supper, in a pavilion to be erected at the Royal Naval Depot, when Her Majesty's Minister will propose the toast of The Queen.

1 a.m.—A torch-light procession will be formed outside the Royal Naval Depot, and will march over the Maeda bridge, along Church Street, down the Bund, past the British Consulate, round the Public Garden, and back to the vacant lot of ground where the Kencho formerly had its officers, and there make a bonfire of the torches.

TRIAL TRIP OF THE M. M. S. S. "ANADYR."

The M. M. steamer *Anadyr* has made a trial trip at Shanghai on the completion of her repairs. The *N. C. Daily News* says:—An examination of the *Anadyr* in dock after she arrived here, as will be remembered, in tow of the *Menzaleh*, disclosed the fact that her screw shaft in breaking had broken the stern tube, through which the shaft runs, and that sundry minor injuries had been done to the engines. The contract for the repairs was given to Messrs. Boyd & Co.; a spare shaft fortunately was lying in Hongkong, and this was brought up by the *Pembrokeshire*; but it had to be fitted to the intermediate shaft in the steamer, and a new screw had to be fitted to it, for which purpose it was necessary to shrink a collar on the shaft-end. All this was a work of some time, but the much heavier job, and one which called for resources of a first-class order, was the casting of a new stern-tube, a piece of iron weighing about five tons, some twenty-five feet long and twenty-one inches in diameter, and fitting it in the steamer. All this has been successfully accomplished; to the satisfaction of the Messageries' people here, and of Lloyd's surveyors, and it was determined that the *Anadyr* should make a short trial-trip, to see that everything worked perfectly, before resuming her place on the line on the 18th inst. Accordingly at about half-past eleven on Sunday night (12th inst.), in torrents of rain, a small party of daring trippers, among whom were M. Chapsal, agent of the M. M. Co., and his second, M. Lanciarez, First Secretary of the Italian Legation, M. Orion, Postmaster Principal, M. Lutscher, of the French Consulate, M. Mignard, Mr. P. V. Grant and Mr. Prentice, of Boyd & Co., Mr. R. W. Little, and Mr. Sonne, Lloyd's Engineering Surveyor, left the French bund in a steam-launch for the *Anadyr*, which was lying at the Pootung Wharf, near the New Dock. After landing on the wharf and toiling along the slippery planks in a downpour to the steamer, the party assembled in the Battery and were welcomed by the Commissaire, who readily acceded to the demand for a supper necessitated by the arduous voyage just safely undertaken. It was afternoon on Monday when the last good-nights were said, and the visitors turned in to get two or three hours sleep before the steamer started. There never was a vainer hope. The *Anadyr* was filled, a consequence of her stay at the New Dock, with an enormous troop of the hungriest mosquitoes ever encountered, and they spared the oldest resident as little as the newest arrival. There was no sleep to be had, and there was no repose broken when at about 3.30 a.m., all the steam-winches on board vied with each other as to which could coil in the hawsers with the greatest noise. At 4.30 a.m. the *Anadyr* was under way, the rain having stopped, but the dawn only slowly piercing the heavy banks of clouds which covered the sky. Under easy steam she continued, the machinery working as smoothly as if it had been worn down by months of friction, passing the Red Buoy at 6 a.m., and shaping her course down the Yangtse. At 6.25 a.m. when near Blockhouse there were ominous signs of fog coming up, and Mr. Andersen, the pilot, determined to come back, lest the fog should close on him before he crossed the Bar. At 7.50 a.m., the steamer having meanwhile been stopped and slowed, Red Buoy was passed again, and at 9 the *Anadyr* was moored to the P. & O. Buoy off the Associated Wharves. A sumptuous *déjeuner*, recalling the best days of the Messageries *cuisine*, the traditions of which have not been allowed to die out on the *Anadyr*, concluded the voyage, Mr. P. V. Grant thanking Captain Delacroix for his courtesy and attention to his guests, in a few well-chosen words; the Messageries' officials declaring that the work done on board would redound to the credit of Messrs. Boyd & Co. It may be mentioned that this is the first time a Messageries steamer has ever gone on a trial trip in Shanghai.

SILVER CHATTER.

The signs that the community is waking up to a proper appreciation of the fact that the present deplorable condition of agriculture is intimately connected with the currency question are multiplying apace. Last week there was a great meeting of the Suffolk Chamber of Agriculture, to which the members of the Ipswich Chamber of Commerce were invited, when Mr. L. Everett introduced the subject, "The agricultural ruin, that is driving landowners and farmers to bankruptcy," and in very plain and forcible terms pointed out to his hearers the cause underlying the evil—the silver question. His subsequent motion for the adoption of free and unlimited coinage of silver was cordially seconded by Colonel Tomline, who contended that the explanation of the present position of matters is the "adoption for years past of an ingenious contrivance for transferring the property of one class into the possession of another." Mr. Everett's motion was carried almost unanimously, together with another resolution that a deputation should forthwith wait upon Lord Salisbury on the subject. We cordially welcome all these evidences of awakening energy and zeal. We shall see no real, no lasting improvement in trade until agriculture—still the most important of our industries—is more prosperous; and agriculture will not be prosperous until we have bimetallism. Let our landowners and farmers once learn this lesson and apply it to their hearts, and the battle of the double standard is won.

An interesting debate has lately taken place in the Prussian Parliament on a motion to again

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	Glenfinlas (str.)	Quartly	Hongkong	Jardine, Matheson & Co.	To-morrow, at 3 P.M.
LONDON VIA SUEZ CANAL	Jason (str.)	Milligan	Hongkong	Butterfield & Swire	On 23rd inst.
LONDON AND HAMBURG	Heinrich	J. T. Bannau	Hongkong	Carlowitz & Co.	Quick despatch.
LONDON AND HAMBURG	Hydra	Binge	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND LONDON	Narcissus	MacKintosh	Hongkong	Carlowitz & Co.	Quick despatch.
HAVRE AND HAMBURG, &c.	Iphigenia (str.)	L. Voltmer	Hongkong	Siemssen & Co.	On 27th inst., 11 A.M.
LONDON	John Nicholson	Caslon	Hongkong	Pustau & Co.	Quick despatch.
HAMBURG	Tobique	Davis	Hongkong	Pustau & Co.	Quick despatch.
MARSEILLES VIA SAIGON, &c.	Anadyr (str.)	Delacroix	....	Messageries Maritimes	On 23rd inst., at Noon.
VANCOUVER B.C., VIA KOBE, &c.	Port Augusta (str.)	Hogg	....	Adamson, Bell & Co.	On 26th inst., Daylight
BREMEN, & PORTS of CALL	Braunschweig (str.)	Störmer	....	Melchers & Co.	On 7th July, at 4 P.M.
SAN FRANCISCO VIA Y'HAMA	City of Rio (str.)	....	....	P. M. S. S. Co.	On 30th inst., at 3 P.M.
SAN FRANCISCO VIA Y'HAMA	Oceanic (str.)	....	Hongkong	O. & O. S. S. Co.	To-morrow, at 6 A.M.
NEW YORK	Mentone	Rafn	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	Sonntag	Haskell	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	Wachusett	Chs. C. Oakland	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	Antoinette	Bunge	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	Pactolus	Barnham	Hongkong	Pustau & Co.	Quick despatch.
VICTORIA, B.C.	Southern Chief	....	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
PORT DARWIN, SYDNEY, &c.	Taiynan (str.)	W. M. Dodd	Hongkong	Butterfield & Swire	On 28th inst., Daylight
KOBE AND YOKOHAMA	Tanais (str.)	Paul	....	Messageries Maritimes	Quick despatch.
KOBE AND YOKOHAMA	Claymore (str.)	Gulland	Hongkong	Russell & Co.	To-day, at 4 P.M.
YOKOHAMA DIRECT	Hankow (str.)	McKenzie	Hongkong	Adamson, Bell & Co.	On 22nd inst.
BOMBAY VIA STRAITS	Venetia (str.)	....	Hongkong	P. & O. S. N. Co.	Quick despatch.
CALCUTTA VIA STRAITS	Arratoon Apcar (str.)	....	Hongkong	D. Sassoon, Sons & Co.	Quick despatch.
TIENTSIN	Tientsin (str.)	Hodgson	Hongkong	Butterfield & Swire	On 22nd inst.
SHANGHAI, YOKOHAMA, &c.	Ghazee (str.)	Johnson	Hongkong	Adamson, Bell & Co.	On 24th inst.
SHANGHAI	Canton (str.)	Bremner	Hongkong	Jardine, Matheson & Co.	On 22nd inst., at 4 P.M.
SHANGHAI	Oxus (str.)	Guirand	....	Messageries Maritimes	Quick despatch.
SHANGHAI	Yangtszé (str.)	Th. W. Starling	Hongkong	Siemssen & Co.	To-day, at 4 P.M.
MANILA VIA AMOY	Don Juan (str.)	J. M. Marques	Hongkong	Brandao & Co.	To-morrow, at 2 P.M.

raise the agricultural duties. If the present system of currency continues it will be as much in the nature of things that these corn duties should be periodically raised as it is that, apparently, Irish rents should be periodically lowered. The interest of the Prussian debate consists in the clear manifestation of this principle; for Dr. Arendt—no mean authority—in the course of the discussion plainly declared that he would advocate a repeal of all protective duties, if the Government would accord the free coinage of silver. It is thus sufficiently evident that the single gold standard is the great agent for Protection, all the opinions and theories of our "gold bugs" to the contrary notwithstanding.—*World.*

THE AMERICAN MAIL.

The P. M. steamer *City of Rio de Janeiro*, with the American mail of the 25th May, arrived here yesterday afternoon. The following telegrams are from San Francisco papers:—

NAVAL OFFICERS MAKE THEMSELVES RIDICULOUS WHILE ON SHORE.

LONDON, 17th May.

(Henry Labouchere's Special)—Lieutenant Floyd, Flag Lieutenant to Admiral Sir George Willes, appears to be a gentleman of inconveniently excitable temperament. The Lieutenant was riding with the Admiral in the neighbourhood of South Sea, when he met Mr. Male driving his wife and children in a pony cart. Conceiving apparently that Mr. Male took a larger share of the road than he was entitled to in the presence of a British Admiral and his flag Lieutenant, Floyd rose in his saddle as Male drove past and struck that gentleman a heavy blow with a stick. This impulsive officer has now learned, through the medium of a fine of £3 and costs, that the rights of British officers on the Queen's highway are less extensive than he supposed. The funny part of the story, however, is that after this unprovoked assault the Admiral and his companion rode at full speed with Male in pursuit, a slightly undignified attitude for a Commander-in-Chief and K. C. B.

HOPE FOR EMIN BEY.

BRUSSELS, 17th May.

Dr. Junker, the Russian explorer, in an interview with a reporter of the Associated Press to-day, said he had received letters from Emin Bey dated last November. In those Emin Bey said the routes between Uganda and Wadelai were open. This fact, he thinks, will insure the success of Stanley's relief expedition, barring accidents.

A WEDDING IN HIGH LIFE.

LONDON, 17th May.

Viscount Cranborne, son of Lord Salisbury, was married to-day to Lady Cicely Alice Gore, daughter of the Earl of Arran. The Prince and Princess of Wales, Prince and Princess Christian, Duke and Duchess of Teck, and a large number of aristocrats witnessed the ceremony.

THE QUEEN TIRED.

NEW YORK, 18th May.

The *Tribune* says:—Our cable letter this morning announces that the recent public appearances of the Queen of England have taxed her strength sadly. Few people probably realize what a strain it is for this sovereign to ride in an open carriage through miles of crowded London streets. She knows that she is popular and the ruler of a free country; but everyone understands that her life is never absolutely safe, none better than the Queen herself. The assassination of Garfield, it is said, made a great impression upon her, and at her age it is easy to understand why, on last Saturday, as she left the People's Palace, her face showed signs of agitation and anxiety, and she had to be almost lifted into her carriage.

REPEATING RIFLES FOR PORTUGAL.

LONDON, 18th May.

The Portuguese Government has ordered 40,000 repeating rifles from the arms factory at Steyr, Austria.

RUSSIA'S CLAIMS IN AFGHANISTAN.

LONDON, 18th May.

The *Standard* this morning says it transpires that Russia claims a wider expanse of territory in Afghanistan than the part already in dispute.

BANISHED FROM TURKEY.

CONSTANTINOPLE, 18th May.

Five Government officials have been banished from Turkey for treason.

THE BAVARIAN THRONE.

VIENNA, 19th May.

It is reported that Prince Luitpold, Regent of Bavaria, will receive Emperor Francis Joseph's sanction to assume the Bavarian throne, and that Emperor William's consent has already been obtained. The latter, it is said, was received when Prince Luitpold visited Berlin recently.

THE BELGIAN STRIKES.

BRUSSELS, 19th May.

The metal-workers of Belgium are joining in the strike inaugurated by the miners, and workers in other trades are likely to follow suit. Eighteen thousand persons have struck in the centre district alone. Troops are being forwarded to prevent the strikers from committing acts of violence.

BRUSSELS, 23rd May.

At a meeting of the Workingmen's party, held here yesterday, it was resolved to hold daily demonstrations in favour of universal suffrage and the granting of amnesty to persons now imprisoned for participation in the riots of 1886. A final meeting of delegates will be held to-morrow, when the question of a general strike will be decided.

Work in the Bonnag district, Hamault, is completely suspended on account of the great strike. The strikers number 13,000. The strike has extended to the Seraing district. The authorities are taking every possible precaution against a possible disturbance.

BRUSSELS, 24th May.

Labour outrages continue throughout the mining districts of Belgium, and many arrests are being made. In consequence of nightly Socialist demonstrations in Brussels, processions and gatherings in public streets have been prohibited.

THE FRENCH IN MADAGASCAR.

LONDON, 19th May.

Lord Salisbury has refused his consent to the request made by the French Foreign Office that he instruct the English Consul in Madagascar to apply to France for an exequatur, which act would be the recognition of the French protectorate, on the ground that he requires further time to consider the advisability of such a step.

ITALY'S ABYSSINIAN EXPEDITION ABANDONED.

ROME, 19th May.

General Gene, commander of the Italian forces at Massowah, has dissuaded the home Government from carrying out its Abyssinian Expedition on the ground that the cost and the difficulty of the undertaking would outweigh the probable gain.

ENGLAND AND THE VATICAN.

ROME, 19th May.

A gentleman in the confidence of Lord Salisbury is negotiating with the Vatican in a semi-official capacity for the resumption of official relations between the Vatican and England.

THE CHARGES AGAINST CAPT. SELFRIDGE.

WASHINGTON, 20th May.

The Secretary of the Navy has appointed a Court of Inquiry to investigate the charges against Capt. Selfridge of the *Omaha* in regard to the accident on the coast of Japan in which several natives were killed by the explosion of a shell fired from the *Omaha.*

THE "TIMES" AND PARNELLISM.

LONDON, 20th May.

The second instalment of the present series of articles on "Parnellism and Crime" appears in the *Times* to-day. It deals with league conventions in Chicago and Philadelphia and the Clan-na-Gael society's share therein, and refers to a message which it says Parnell sent to the Philadelphia convention, advising that a platform be framed which would "enable us to continue to receive help from America."

THE AMERICAN TREATY WITH RUSSIA.

NEW YORK, 21st May.

The *Star's* Washington correspondent states that he is authorized to say that the proposed treaty with Russia contains no clause calling on the United States to surrender political refugees.

ACCIDENT ON A FRENCH IRONCLAD.

BREST, 21st May.

An accident happened yesterday on board the new French ironclad, *Duguesclin*, by which two members of the crew were killed, and seventeen badly injured. No information as to the nature of the accident has been received.

RUSSIAN CONSPIRATORS.

ST. PETERSBURG, 21st May.

It is officially announced that Andrejushkin Ossepanoff, Generaloff Shewyroff and Uljanoff were executed yesterday, for the part they took in the recent attempt on the life of the Czar.

In the trial of the conspirators by the Senate, in the presence of representatives of the various Governments, it transpired that in 1886 they formed a secret circle to terrorize action, and resolved in December to make an attempt to assassinate the Czar, for which purpose they procured explosive bombs. On March 13th, in company with his confederates who undertook to inform them by signal when the Czar passed by, they went to Newsky to prospect. It was their intention to throw the missiles under the Czar's carriage as it passed by, but the police frustrated their design.

ANTI-PAPAL MOVE.

ROME, 21st May.

Influential Liberal and Radical members of the Chamber of Deputies are arranging for an anti-Papal demonstration at Caprera on the anniversary of Garibaldi's death.

DAMAGES FOR LIBEL.

LONDON, 21st May.

De Bensaude, the husband of Violet Cameron, has obtained £1,900 damages against the Manchester *Umpire* for a libel contained in an interview with Lord Lonsdale, published in the paper.

THE DUCHESS OF CUMBERLAND.

LONDON, 21st May.

The Duchess of Cumberland, who is in an insane asylum in Vienna, is enceinte.

STORMY WEATHER.

LONDON, 21st May.

Heavy gales, accompanied by snow and hail, and thunder and lightning, prevail in England.

EMPEROR WILLIAM, THE SUPPER AND THE CAT.

LONDON, 21st May.

A Berlin correspondent says:—A wandering cat nearly did last week what all the French generals failed to do in a whole campaign. The stray pussy was within an ace of doing up old Emperor William of Germany. The Kaiser generally regales himself in front of his bedroom before turning in on a supper of fried fish. With his usual keenness for economising time the old man eats his supper seated on a patent steaming apparatus which has been ordered by his physicians. A small boiler is placed on the fire and from this an india-rubber tube conveys steam to a chamber under the patient's chair. While the Emperor was eating his supper and enjoying the heat of his steam engine, a puff of smoke and soot came down the chimney and made him start so violently that the tube was disconnected and the boiling water poured in volumes all over the place. His luck never deserted him, however, and he escaped without a scald, to find eventually that the puff of smoke was caused by a cat, which, attracted by the smell of his fried fish, had rashly attempted the descent of the chimney and had got stuck in the flue.

AMERICAN TESTIMONIAL TO GLADSTONE.

NEW YORK, 22nd May.

The Gladstone testimonial which was prepared at the instance of a committee composed of Christopher C. Hayne, Richard M. Walters, Joseph Pulitzer, Edward B. Harper, James S. Coleman, Colonel George F. Potter, John H. Storer, General James Obeirne, Louis S. Garrison, Lorenzo Reich and Erastus Wyman, was put on exhibition yesterday in Tiffany & Co.'s private exhibition room. Many people called to see it in the course of the day.

The testimonial is made of sterling silver and is three feet high and twenty-two inches wide at the base. A bust of Gladstone stands on the top and is regarded as a capital likeness of him. Below the statue and on his right is a female figure wearing a star-spangled robe and holding in one hand an Irish harp, while her right arm is thrown around the base of the bust, twining around which is a wreath of shamrock leaves. The statue itself is placed in the centre of a solid block on which is the legend "Home Rule," with fasces and scales of justice. Around this is a floral wreath of victory and an inscription which reads:—"William Ewart Gladstone. Testimonial presented by his American Admirers." Celtic ornamentation characterizes the entire piece. On the left of the cube is a wreath of laurel, and on the right is "1887," the year of presentation.

The cube rests on a base which is surmounted by a border of stars and shamrocks alternating, and on the front of the base is a lamp of wisdom, which bears the word "Sapienti." An ax and the coat-of-arms of Christchurch College, Oxford, with the words "Double first," are grouped with the lamp of wisdom, one typifying Gladstone's hobby and the other representing his rank in the college. On the left of the lamp of wisdom is a wreath encircling a heart of flame, and on the right another wreath inclosing the scales of Justice evenly balanced. A bust of Demosthenes is on the right of the base and on the left is the figure of Homer. On the back of the base are the rose, shamrock and thistle, representing the United Kingdom of Great Britain. The testimonial cost about $5,000.

WHITE STAR STEAMERS IN COLLISION.

NEW YORK, 22nd May.

On Thursday, May 19th, at 5.25 p.m., while the weather was calm and the sea smooth, the British steamer *Celtic* of the White Star line, from Liverpool, came into collision with the British steamer *Britannic* of the same line, bound from New York for Liverpool, striking her on the port side aft and doing considerable damage. The *Britannic's* boats were lowered and filled with women and children from the cabin and steerage in an orderly and expeditious manner. It is to be said to their shame that several men forced themselves into the boats.

Meanwhile an examination was made, and the damage to the *Britannic* ascertained, and it being found that the vessel was not likely to founder such boats as were in hail were recalled and their occupants received on board. The others had boarded the *Celtic*. A pad was made and placed over the hole in the *Britannic's* side and she was turned about toward New York, having arranged with the *Celtic* to keep company. The saddest and most deplorable result of the accident is that several steerage passengers who were lounging about at the time of the collision were killed and several others were injured. Both vessels, accompanied by the steamship *Marengo* (British), from Swansea for New York, and the *British Queen* (British), from Liverpool for New York, arrived at the bar at 1 o'clock this morning.

THE CZAR AND CZARINA.

ST. PETERSBURG, 23rd May.

The Czar and Czarina halted at Serpookhov Saturday. They visited the cathedral and factory for the manufacture of small arms, and afterward reviewed the troops. They were enthusiastically received.

FAILURE OF IRON DEALERS.

LONDON, 23rd May.

John Daws & Sons, iron manufaturers, have failed. The liabilities are £150,000.

OBITUARY.

LONDON, 23rd May.

Sir Horace Jones, the architect, is dead, aged 68 years.

PARIS, 23rd May.

Jean Dolfus, the manufacturer and political economist, is dead, aged 86 years.

LONDON, 21st May.

Francisque Xavier Michel, the French archæologist, is dead. He was 78 years old.

RUSSIA URGED TO VENGEANCE.

ST. PETERSBURG, 23rd May.

The *Nova Vremya* publishes a letter signed by Gen. Tchernaieff, advising Russia to give up the idea that the key of the Bosphorus is sought by the government at Vienna, and turn all her thoughts to the Rhine and Oder, place her arch enemy between the hammer and anvil and profit by the present favourable circumstances to avenge herself for the work of the Berlin Congress.

URGENT BUSINESS QUESTIONS IN GERMANY.

BERLIN, 24th May.

Urgent business questions have arisen in the Imperial Foreign Office, and Count Herbert Bismarck, at present visiting the Earl of Rosbery in Dublin, has been summoned to return to consider them.

CAMBRIDGE-HARVARD RACE.

LONDON, 24th May.

The Cambridge University crew has agreed to row Harvard if the necessary funds to cover the expenses of the trip to America can be raised.

A DYNAMITE EXPLOSION.

LONDON, 24th May.

A dynamite bomb was exploded under the Police Court at Hepburn, Durham county, last night, partially destroying the building. The outrage was attributed to strikers.

ANOTHER ATTEMPT ON THE CZAR'S LIFE.

VIENNA, 24th May.

The *Tagblatt* has received a telegram from Odessa, stating that the Czar returned to St. Petersburg from the Don Cossacks country three days earlier than he had intended, owing to an attempt made by a student to kill him on Wednesday night, during the festivities at Novo-Cherkask, by firing at him as he rode by in his carriage.

THE CRIMES' ACT TO BE RUSHED THROUGH.

LONDON, 24th May.

Sir Algernon Borthwick, M.P., (Conservative), and proprietor of the *Morning Post*, in an address to his constituents last evening, said that after the Whitsun recess, the Government proposed to force the passage of the Irish Crimes Act Amendment bill within the specific period, whether or no all the amendments of the bill are disposed of.

THE EGYPTIAN CAPITULATION.

CAIRO, 24th May.

It is believed that England and Turkey will propose a conference of the Powers to settle the forms of Egyptian capitulation by a new convention.

RELATIONS OF THE PAPACY WITH GERMANY AND KING HUMBERT.

ROME, 24th May.

The Pope, in an allocution yesterday, referred to the religious peace with Prussia, which he said he had made every effort to attain. Continuing, the Pope said:—"Thanks to the equitable and pacific sentiments of Emperor William and his councillors, the Prussian Government removed the more serious inconveniences and then accepted the various practical conditions of peace by which some of the former laws against the church have been repealed and others mitigated. Something remains to be done, but we must rejoice at what we obtained, and above all in regard to the free actions of the Pope in the government of the church in Prussia. God grant that Italy, which is peculiarly dear to us, may share the spirit of peace with which we are animated toward all nations. We earnestly desire that Italy should put aside her unhappy differences with the papacy, whose dignity is violated chiefly by the conspiracy of sects. The means of obtaining concord would be objected to by no power in the employment of full and real liberty, and while far from injuring Italy, it would powerfully contribute to her prosperity."

THE IRISH COLLEGE MEMORIAL.

ROME, 18th May.

The memorial on the Irish question, prepared by the Irish College, is entitled, "Ireland as It Is." It explains Parnell's policy and apologizes for the attitude of the Irish Episcopacy, referring especially to Archbishop Walsh. The memorial is rather firm and uncompromising in tone, but not revolutionary. It is supposed that Monsignor Kirby, rector of the college, consulted with the Vatican before issuing the document.

ROME, 20th May.

The correspondent of the Associated Press, in answer to inquiries regarding the memoir on the Irish question, said to have been prepared by the Irish College, says, as the result of his investigation:—He has authority to say no memoir whatever on the condition of Ireland has been issued from the Irish College, nor has any body of members of the college denounced the Parnellites. The statement to that effect is an absolute falsehood.

LONDON, 22nd May.

A telegram from Rome says: A summary of the so-called memorials on the Irish question has reached Rome. The second inquiry of the Irish College has elicited another indignant denial of any knowledge of such a document, which is declared to be a malicious and stupid invention, devoid of the least probability. The glaring absurdity of the alleged memorial, and the ignorance it displays, are evident to every one who considers the nature and origin of the Irish College. Therefore the opinion is general that it could not have come from Rome.

OLLA PODRIDA.

A Mexican paper sums up Patti thus:—"Brown as a filbert, joyous as a sparrow, lively as a cricket, as full of melody as an angel of the first order."

A Scotchman said to an inveterate punster on names:—"You can't make a pun on my name, sir!" "What may your name be?" "Dunlop, sir." "You have only to lop off the last syllable and it is Dun," was the instant answer.

"You say the murdered man was leaning against the fence when the prisoner hacked him to pieces," cross-examined the lawyer. "Now, while this was taking place how did you stand?" "I—I stood aghast," was the trembling reply.

Mrs. Mary Savage, of Greenwood, Mass., has a daughter, granddaughter, great-granddaughter, and great-great-granddaughter, all residing in Norway, Me. It is an unbroken line of females of five generations. Their ages are as follow:—First, 84; second, 56; third, 36; fourth, 17; fifth, 8 months.

Scotch tartan plaids have again made their appearance among the variety of new materials for the forthcoming season; and seem likely to have considerable influence on summer fashions in stuffs as well as ribbons, the size of the pattern varying from large clan tartans to innumerable small and pretty checks.

At Vienna pipes are made of paper, and designed for conveying gas and water under ground. They are rolled from sheets like firework cases, charged with asphalt during the rolling, and lined with an insoluble enamel. They are only half an inch in thickness, and yet will resist an internal pressure of 200 pounds.

A friend tells us that the youthful Sultan of Sooloo not long ago kept a Post Captain waiting an hour for an interview, the reason being that five or six of his wives were dressing him up in his best clothes, and that neither singly nor combined were they able to drag on the royal feet a pair of silk stockings recently imported from Europe.

A curious story was told at the Manchester Assizes which recalls the play scene in "Hamlet." A Birmingham clerk, who had committed forgeries to the tune of £5,000, went to a Manchester theatre to see "The World." A detective whose suspicions had been aroused watched him as the play proceeded, and, after studying his movements, he was completely convinced that he was on the right trail; in fact, as the detective stated in the witness-box, "the play brought out the man."

A correspondent, writing to an Indian vernacular paper on "Woman," speaks of her as:—"Thou bright emanation of light, thou grace of life the last fair product of Nature in her never-ending progress, thou orginal of all conceptions of airy fairy beings of another and a better world—thou from whom we borrow our idea of Houri, Venus, or Angel, thou vision of beauty, sweet embodiment of love and beauty and tenderness, what debt is not owed to thee, and what wrong has not been done to thee.

At the Bow-street Police Court, two lads were charged with gambling in Buckingham-street, Strand.—They were detected in the act of playing "bank."—The elder of the two defendants was stated to be an old offender, and, in consequence, Mr. Vaughan sentenced him to seven days' imprisonment. The other, who was asked what he was.—Defendant: A timber merchant, sir (laughter).—Mr. Vaughan: A timber merchant; you sell matches, I suppose (laughter.)—Defendant: Ya'as, sir (loud laughter.)—Mr. Vaughan fined him 2s., or in default four days' imprisonment.

COMMERCIAL INTELLIGENCE.

SATURDAY, 18th June.

EXCHANGE.

ON LONDON.—
- Telegraphic Transfer 3/1¼ a3/1½
- Bank Bills, on demand 3/1⅜
- Bank Bills, at 30 days' sight 3/1½
- Bank Bills, at 4 months' sight 3/1¾
- Credits, at 4 months' sight 3/2
- Documentary Bills, at 4 months' sight 3/2

ON PARIS.—
- Bank Bills, on demand 3.92
- Credits, at 4 months' sight 4.00

ON NEW YORK.—
- Bank Bills, on demand 75¾
- Credits, 60 days' sight 76¾

ON BOMBAY.—
- Telegraphic Transfer 221¼
- Bank, on demand 221½

ON CALCUTTA.—
- Telegraphic Transfer 221¼
- Bank, on demand 221½

ON SHANGHAI.—
- Bank, at sight 71⅞
- Private, 30 days' sight 72⅜

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—137 per cent. premium.

Union Insurance Society of Canton, Limited—$83 per share, sales.

China Traders' Insurance Company's Shares—$67 per share.

North China Insurance—Tls. 285 per share.

Yangtsze Insurance Association—Tls. 114 per share.

Chinese Insurance Company, Limited—$230 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$75 per share.

Hongkong Fire Insurance Company's Shares—$375 per share, buyers.

China Fire Insurance Company's Shares—$79 per share.

Straits Marine Insurance Company, Limited—$30 nom.

Straits Fire Insurance Company, Limited—$16 nom., sellers.

Hongkong and Whampoa Dock Company's Shares—67 per cent. prem.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$97 per cent. prem.

Indo-China Steam Navigation Co.'s Shares—10 per cent. discount.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$50 per share.

Hongkong Gas Company's Shares—$125 per share.

Hongkong Hotel Company's Shares—$200 per share, sellers.

China Sugar Refining Company, Limited—$130 per share, sales.

Luzon Sugar Refining Company, Limited—$62½ per share, sellers.

Hongkong Ice Company's Shares—$50 per share.

Hongkong and China Bakery Company, Limited—$110 per share.

Perak Tin Mining and Smelting Company—$20 per share.

Punjom and Sunghie Dua Samantan Mining Company, Limited—$13 per share fully paid up.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$35 per share.

Hongkong and Macao Glass Manufacturing Co., Limited—60 per cent. discount.

A. S. Watson & Co., Limited—50 per cent. premium.

Hongkong & Kowloon Wharf and Godown Co., Limited—33 per cent. prem.

Singapore Insurance Company, Limited—$18 per share.

Chinese Imperial Loan of 1884 B—6 per cent. premium.

Chinese Imperial Loan of 1884 C—8 per cent. premium, sales.

Chinese Imperial Loan, 1886 E—6½ per cent. premium, sales.

Chinese Imperial Government 1885 Dollar Loan—3 per cent. premium.

CHINA COAST METEOROLOGICAL REGISTER.

17th June, 1887, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.81	87	78	SSW	5	b	0.34
Haiphong	29.57	93	70	S	3	o	—
Hongkong	29.66	85	74	SSW	2	o	—
Amoy	29.65	86	84	S	3	o	—
Foochow	29.71	72	88	NE	5	cq	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Wladiwostock	29.66	51	—	SSE	1	c	—

18th June, 1887, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Bolinao	29.86	81	—	S	3	b	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.81	83	81	SSW	1	o	0.06
Amoy	29.86	73	86	NE	4	o	0.17
Foochow	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Wladiwostock	29.73	53	91	S	1	c	0.01

The Barometer is rising and gradients are moderate. The temperature and the humidity are high and the weather is cloudy.

18th June, 1887, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.84	89	78	SW	2	of	—
Haiphong	29.72	91	68	S	3	o	—
Hongkong	29.77	84	73	S	1	o	—
Amoy	29.85	82	78	NE	3	o	—
Foochow	29.87	72	88	NE	4	o	—
Shanghai	29.85	75	88	SSE	3	o	—
Nagasaki	29.88	—	—	SW	2	—	—
Wladiwostock	29.79	48	—	SE	4	f	—

19th June, 1887, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.96	87	81	S	3	b	—
Haiphong	—	—	—	—	—	—	—
Hongkong	29.89	81	80	SSW	2	or	0.30
Amoy	29.91	81	91	NE	3	o	0.24
Foochow	—	—	—	—	—	—	—
Shanghai	29.88	70	95	NE	3	or	—
Nagasaki	29.96	—	96	SE	3	—	—
Wladiwostock	29.63	47	100	NE	4	f	3.60

W. DOBERCK.

Hongkong Observatory, 19th June, 1887.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

June 18th.

Barometer—9 A.M.	29.950
Barometer—1 P.M.	29.830
Barometer—4 P.M.	—
Thermometer—9 A.M.	85
Thermometer—1 P.M.	87
Thermometer—4 P.M.	—
Thermometer—9 A.M. (Wet bulb)	81
Thermometer—1 P.M. (Wet bulb)	81
Thermometer—4 P.M. (Wet bulb)	—
Thermometer—Maximum	87
Thermometer—Minimum (over night)	83

METEOROLOGICAL REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.77	29.89	29.80
Temperature	84	81	84
Humidity	73	80	74
Direction of wind	S.	S.S.W.	S.
Force of wind	1	2	1
Weather	o.	o.r.	o.
Rain	—	0.30	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.
2.—TEMPERATURE in the shade in degrees Fahrenheit.
3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.
4.—DIRECTION OF THE WIND to two points.
5.—FORCE OF THE WIND according to Beaufort Scale.
6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).
7.—RAIN in inches, tenths and hundredths.

W. DOBERCK.

Hongkong Observatory, 19th June, 1887.

VESSELS ON THE BERTH.

UNION LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship

"CLAYMORE,"

Captain Gulland, will be despatched for the above Ports TO-DAY, the 20th instant, at FOUR P.M.

For Freight or Passage apply to

RUSSELL & Co.,
Agents.

Hongkong, 14th June, 1887. [1170

FOR MANILA VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain J. M. Marques, will be despatched as above TO-MORROW, the 21st instant, at TWO P.M.

For Freight or Passage, apply to

BRANDAO & Co.,
Agents.

Hongkong, 17th June, 1887. [1185

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFINLAS,"

Captain Quartly, will be despatched as above TO-MORROW, the 21st inst., at THREE P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th June, 1887. [1184

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"TIENTSIN,"

Captain Hodgson, will be despatched as above on WEDNESDAY, the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th June, 1887. [1157

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"JASON,"

Captain Milligan, will be despatched as above on THURSDAY, the 23rd inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th June, 1887. [1089

"GELLATLY'S" LINE OF STEAMERS.

FOR SHANGHAI, YOKOHAMA, AND KOBE.

THE Steamship

"GHAZEE,"

Johnson, Commander, will be despatched for the above Ports on the 24th instant.

This steamer has superior Passenger Accomodation.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, 17th June, 1887. [1186

FOR SINGAPORE, HAVRE, AND HAMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIVERPOOL, LONDON, and BREMEN.)

THE Steamship

"IPHIGENIA,"

Captain L. Voltmer, will be despatched for the above Ports on MONDAY, the 27th instant, at ELEVEN A.M.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, 17th June, 1887. [1188

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Departure of the Steamship

"ARRATOON APCAR,"

for the above places is POSTPONED until further notice.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 18th June, 1887. [1191

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"VENETIA,"

will have quick despatch for the above Ports.

E. L. WOODIN,
Acting Superintendent.

Hongkong, 13th June, 1887. [1193

FOR HAVRE AND LONDON.

THE 100 A I British Ship

"NARCISSUS,"

MacKintosh, Master, shortly expected here, will load for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 22nd April, 1887. [829

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,

LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THURSDAY, the 23rd June, at Noon, the Company's Steamship "ANADYR," Commandant Delacroix, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 22nd June, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 11th June, 1887. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF RIO DE JANEIRO," will be despatched for San Francisco, viâ Yokohama, on THURSDAY, the 30th June, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 °/ₒ from Return Fare; if re-embarking within one year, an allowance of 10 °/ₒ will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 °/ₒ from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, 13th June, 1887. [13

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON THURSDAY, the 7th day of July, 1887, at FOUR P.M., the Company's Steamship "BRAUNSCHWEIG," Captain Störmer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.

Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th July, 1887. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For Further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 13th July, 1887. [7

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"TANAIS,"

Captain Paul, will be despatched for KOBE AND YOKOHAMA, shortly after the arrival of the Mail steamer from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th June, 1887. [2

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamer

"OXUS,"

Commandant Guirand, will be despatched for SHANGHAI, shortly after her arrival with the French Mail from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, 15th June, 1887. [2

FOR NEW YORK.

THE 3/3 L II Norwegian Bark

"MENTONE,"

Rafn, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 5th May, 1887. [92

FOR LONDON.

THE A I British Ship

"JOHN NICHOLSON,"

Caslon, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 11th June, 1887. [1152

FOR NEW YORK.

THE 3/3 L I.I. British Barque

"ANTOINETTE,"

Captain Bunge, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 2nd June, 1887. 109

FOR NEW YORK.

THE 3/3 A. II. American Ship

"PACTOLUS,"

Barnham, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 18th June, 1887. [1194

VESSELS ON THE BERTH.

FOR LONDON AND HAMBURG.

THE 3/3 L II German Bark

"HYDRA,"

Binge, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 9th May, 1887. [943

FOR VICTORIA, B.C.

IF SUFFICIENT INDUCEMENT OFFERS.

THE American Bark

"SOUTHERN CHIEF,"

will load here for the above Port, and will have quick despatch.

For Freight or Passage, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 11th June, 1887. [1151

FOR LONDON AND HAMBURG.

THE 3 LL II German Bark

"HEINRICH,"

J. T. Bannau, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 2nd April, 1887 [676

FOR NEW YORK.

THE 3/3 A. I.I. American Ship

"WACHUSETT,"

Chs. C. Oakland, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 10th May, 1887. [948

FOR HAMBURG.

THE 3/3 L. I.I. British Bark

"TOBIQUE,"

Davis, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 3rd May, 1887. [912

FOR NEW YORK.

THE 3/3 A. I. I. American Bark

"SONNTAG,"

Haskell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 3rd May, 1887. [913

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

AIRLIE, Brit. str., Ellis.—Russell & Co.
ALBANY, Brit. str., Porter.—Adamson, Bell & Co.
ARRATOON APCAR, Brit. str., Olifent.—David Sassoon, Sons & Co.
DAFILA, Brit. str., Watts.—A. R. Marty.
ELWELL, Amr. ship, Barston.—Order.
HANKOW, Brit. str., McKenzie.—Siemssen & Co.
HYDRA, Ger. bk., Binge.—Siemssen & Co.
LADY HAREWOOD, Brit. bk., Williams.—Order.
PACTOLUS, Amr. sh., Barnham.—Russell & Co.
PROPONTIS, Brit. str., Heasley.—Arnhold, Karberg & Co.
VELOCITY, Brit. bk., Martin.—Gonsalves & Co.
WACHUSETT, Amr. sh., Oakland.—Pustau & Co.

ESTABLISHED IN 1852.

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Envoi *gratuit* de *deux numeros* spécimens à toute personne qui en adressera la demande ecrite à l'administration, 9, RUE D'ARGENT, Bruxelles.

TOUT ABONNE d'une *année à dater du 1er Janvier* 1887 recevra dès à present GRATUITEMENT et à titre de prime, le journal jusqu'au debut de sa periode d'abonnement. [162

TIMBER.

THE Undersigned, Agents for Messrs. E. E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd November, 1886. [40

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 26th August, 1885. [35

MAIL TABLES. MAIL TABLES.
1887 1887 1887

MAIL TABLES.

NOW READY
MAIL TABLES
FOR
1887.

Showing Dates of DEPARTURE of the ENGLISH and FRENCH MAILS from HONGKONG, of their anticipated ARRIVALS in LONDON, and the Dates of RETURN DESPATCHES; and containing also a similar Table regarding

PARCEL POST
and
AN ALMANAC FOR 1887.

On Paper 10 Cents each, or One Dollar per Dozen. On Cardboard 20 Cents each.

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ANGLO-CHINESE CALENDAR.
On Cardboard 10 Cents.

"Daily Press" Office,
Hongkong, 11th January, 1887.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1886.

PRICE, TEN DOLLARS.

Apply at the *Daily Press* Office.

Hongkong, January, 1887.

EXTRACTS.

THE DECAY OF BODILY STRENGTH IN TOWNS.

Others besides Lord Brabazon must have remarked the steady flow of population which has set in, especially of late years, from the country districts to the towns, and must have asked themselves, as they reflected on the changed conditions, the high working pressure with intermissions of enforced idleness, and the unwholesome home life which awaited many of those immigrants, how far in the end the nation would be a gainer by the interminable process. So long as our manufacturing and shipping industries continue to maintain a fair measure of prosperity there is little likelihood that the influx into the towns will be seriously checked. Its influence for good or evil on the physical state of our people must therefore greatly depend upon our securing for them in their changed mode of life the surroundings necessary for healthy development. It would be difficult to show by precise statistics how far the work of degeneration has progressed among our poorer urban population. For our own part, we are not disposed to accept, without due scrutiny, any random alarmist rumours as to a progressive shortcoming in the national vigour. It must, however, be generally allowed that until a recent date little care has been taken to protect the poorer inhabitants of our cities against the evils of overwork, overcrowding, mismanagement in household arrangements and in food and drink, and other insanitary conditions to which they are almost necessarily subject; and if this negligence be allowed to continue, the logic of facts will not fail to convince us of a suicidal error. There is therefore good reason why schemes now on foot for the better housing of the poor, the better allotment of working time, and plans like these tend to healthy living should not want substantial support. We would also draw attention to the great importance of care in the physical training of children, by rendering gymnastic exercises a compulsory part of education, and we are reminded by another article in the *Nineteenth Century* that sufficient attention has not been paid to the necessity for leaving here and there in districts extensively built upon open spaces for public recreation. Where common land is not available, it might well become in the Legislature to order the allotment of certain portions of enclosed land for this purposes.—*Lancet.*

DESDEMONA THE FIRST.

The study of primeval man, and especially woman, must often give to the modern mind in its reflective mood much pause. In these times, what is complacently called high civilisation and the art of living have, by force of soft and insinuating habit, created various unreal requirements, and multiplied and exaggerated our needs in food and dress and appliances; simplicity, moved by a false sense of shame, arrays herself in superfluous raiment, and the once accepted proposition that "man wants but little here below" must yield to the truth, patent to all, that he now wants very much indeed, and that he wants it on a scale of exceeding fineness and largeness. The Adonis of today wonders how, without any artistic helps from Rathbone-place, his ancient forefather, a Pict or Briton, contrived to make of himself a "note" in blue or red, an "arrangement" or a "harmony" in befitting hues. The latter-day Venus, as she toys with her ivory-backed brushes, and surveys with her hand-glass the exquisite disposition of her occipital *chevelure*, is at a loss to conjecture how maids and matrons prehistoric did their back hair, and solved even the most elementary problems of the toilet. The flints in the drift are interesting as meeting some of the minor difficulties in the earliest experiences of our race, but as for their affording a full explanation, counsel might as well be taken with the milestones on the Dover-road.

In this connection, enjoying, as one is now privileged to do, the bright and fetching impersonation of Rosalind or Beatrice, of Marguerite or Olivia, of Dorothy or Sophia, worked out with all the incomparable *finesse* and witchery of womankind, we may bless our stars, as they pursue their courses, that we never faced the classic, mediæval, or early Shakespearean footlights behind which no light-some feminine step ever trod the boards. From the days when Thespis, forerunner of the immortal Richardson, performed on his waggon to Pelasgian rustics, and mighty Æschylus managed the first erected stage, down to somewhat late in the seventeenth century, no histrionic failures or successes were scored by the sex which is now rather more than a match for masculine competitors in the lists dramatic. The times of great Elizabeth were spacious, we know. There was room in them for grand events, colossal men, Titanic doings; above all, space was found then and there for Sir Walter Raleigh and his pipe of blessedness, which, with more than Vestal continuity, has maintained itself in fume and fragrance to this hour. But the period of the Restoration, if not so spacious, was at any rate not quite so ponderous, and far and away more lively. The merriment of his Sacred Majesty King Charles II., notwithstanding his somewhat sallow and saturnine look, rests on foundations strong as the everlasting hills. According to the trustworthy authority of Mrs. Markham, "his cheerful and graceful deportment made him altogether a very engaging person." "Free and easy," in fact, might have become *pro tem.* the legend of the Royal escutcheon. Very free and very easy, indeed, were the resilient manners of that reactionary epoch; the consumption of cakes and ale cut all antecedent records. Flowing wigs and feathered hats, ribands and shoulder knots, laces and ruffles, contrasted with the cropped head and plain collar and strait doublet of the Puritan, were but outward and visible signs of a vigorous shake of the kaleidoscope and the formation of a new pattern of things in general. It was during this pleasing and acceptable *bouleversement* that lovely woman tripped archly into the mimic scene.

Colley Cibber relates an anecdote how, in the first year of his return, the King, being at the play, was slightly ruffled at the uncourtier-like delay in the running of the piece, but was moved to smiles and forgiveness by the apology that the Queen (one Kynaston, a handsome youth) had not been adequately shaved! Mr. Pepys, however, writing in his diary, January 3, 1661, informs us that he went to the theatre on that day and saw "The Beggar's Bush" well performed, adding, that it was the first time he had ever seen women on the stage. The house to which the delightful old gossip betook himself on that occasion was probably situated in Gibbons' Tennis-court, Vere-street, Claremarket, and here also it was, in all likelihood, that on December 8th, 1660, the gentle Desdemona, in what might veritably be called a maiden effort, pleaded for her dear life at the hands of the pig-headed Moor with a tongue not immediately adjacent to a beard and whiskers carefully suppressed.

The ice being once broken, it followed that the warmth of popular welcome with which this innovation was received, and the zeal with which the new aspirants for public favour prepared themselves for their new career, never permitted it to close over again. Old Drury dates from 1663, and in 1668 Nell Gwyn appeared in Dryden's "Secret Love," and may be said to have taken the lead among that galaxy of gifted and graceful women who, in succession for some generations now passed, have rescued playgoers from the charmless exhibition of male heroines. It may well be credited that among the shavelings who assumed female *roles* there was abundant cleverness in the setting up of the parts, dexterous composition of face and figure, endless dodges and mysteries, not unworthy to be enrolled among the arcana of the green-room: but as "moonlight unto sunlight, and as water unto wine" are the ways and wiles of mankind compared with the subtle tricks, machinations, and manipulations that make a "leading lady" of the present date a thing of beauty, and a joy, if not for ever, for at least as long as may be required. Robert Burns said, perhaps flippantly, but with latruly, of Nature, that—

> "Her prentice han' she tried on man,
> And then she made the lasses, O."

This improved manufacture still continues. In spite of Girton and all the double eye-glasses that can be brought into one full focus of condemnation and disgust; in spite of some grim personages of inconvenient strength of mind, and of aspect so doubtful as to introduce an element of confusion into own common humanity, it may and must be said that the natural characteristics which divide the sexes are deep, decisive, and indelible. Woman learned and forensic, surgical and medicinal, Parliamentary and politico-economical, with her blue tints never washed out by any tears of tenderness, is something over which goods and men may wail alike. In rough-and-tumble exercitations in a workaday world, the average Adam will always be able to give points to the average Eve. But in the delicate and sweet affections that are the cream and crown of life, in the deep and touching pathos which stirs the poetry of being, and, alas! in the unchaining of the darker and more desperate passions—in scenes, whether real, or the creation of wings, drops, and flies, Eve is fairly triumphant.—*Globe.*

NOTICE.

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CURIOS, &c., &c.
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53, QUEEN'S ROAD CENTRAL,
Victoria Hotel Buildings.
Hongkong, 16th February 1887. [368

CHINA OVERLAND TRADE REPORT
the
COMMERCIAL JOURNAL FOR CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines Straits Settlements, &c. &c.

NOTICE.

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Particular attention is given at the Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed
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and at
SUCH PRICE
as will bear
FAVOURABLE COMPARISON
with
ANY IN THE EAST.

"DAILY PRESS" OFFICE.
HONGKONG.

SUMMER TIME TABLE.
THE KOWLOON FERRY.

STEAM-LAUNCH
"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1887.

WEEK DAYS. Leaves Kowloon	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.0 A.M.	7.00 A.M.
8.00 ,,	8.30 ,,	7.30 ,,	*8.00 ,,
8.50 ,,	9.00 ,,	9.00 ,,	10.15 ,,
9.40 ,,	*10.15 ,,	10.30 ,,	10.45 ,,
*10.30 ,,	12.30 P.M.	11.00 ,,	12.00 NOON.
12.45 P.M.	1.00 ,,	12.30 P.M.	1.15 P.M.
1.30 ,,	2.00 ,,	1.30 ,,	2.00 ,,
2.20 ,,	3.00 ,,	2.30 ,,	3.00 ,,
3.30 ,,	4.00 ,,	3.30 ,,	4.00 ,,
4.15 ,,	4.30 ,,	4.15 ,,	4.30 ,,
4.50 ,,	5.10 ,,	4.50 ,,	5.10 ,,
5.25 ,,	5.40 ,,	5.25 ,,	5.40 ,,
5.55 ,,	6.15 ,,	5.55 ,,	6.15 ,,
6.45 ,,	7.00 ,,	6.45 ,,	7.00 ,,
7.15 ,,		7.15 ,,	

*There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages [83

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For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

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MAIL EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes steamer *Oxus*, with the French mail of the 20th May, left Saigon at noon on the 19th, and may be expected here on or about the 22nd instant. This packet brings replies to letters despatched from Hongkong on the 12th April.

STEAMERS EXPECTED.

The Gellatly Line steamer *Ghazee* left Singapore on the 15th, and is due here on the 21st instant.

The Glen Line steamer *Glenavon* left Singapore on the 16th, and is due here on the 22nd instant.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

The Postal Guide for 1886, revised to date will be found in the *Daily Press* Directory, p. 385 large edition, p. 701 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE

For Kobe and Yokohama.—Per *Claymore*, to-day, the 20th inst., at 3.30 P.M.

For Kobe and Yokohama.—Per *Afghan*, to-day, the 20th inst., at 4.30 P.M.

For Amoy and Manila.—Per *Don Juan*, to-morrow, the 21st inst., at 1.30 P.M.

For Straits and London.—Per *Glenfinlas*, to-morrow, the 21st inst., at 2.30 P.M.

For Shanghai.—Per *Canton*, on Wednesday, the 22nd inst., at 3.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c.—Per *Deepdale*, on Saturday, the 25th inst., at 5.00 P.M.

For Singapore.—Per *Iphigenia*, on Monday, the 27th inst., at 10.30 A.M.

MAILS BY THE UNITED STATES PACKET.

Mails by the United States Mail Packet *Oceanic* will be despatched on MONDAY, the 20th inst., for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., and will be closed as follows:—
4.45 P.M., Registry ceases.
5.00 P.M., Post Office closes.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Anadyr* will be despatched on THURSDAY, the 23rd inst., with Mails to the United Kingdom, Europe and places beyond, *viâ Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (*viâ* Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS FOR CLOSING THE CONTRACT MAILS.

THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

Day of Departure.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases
3.00 P.M.—Mails closed, except for Late Letters
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents, until time of departure.

THE FRENCH AND GERMAN MAILS.

Day before Departure.

5 P.M., Money Order Office closes. German Mail 4 P.M. Post Office closes, except the night box, which is always open out of office hours.

Day of Departure.

7 A.M., Post Office opens.
10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.
11 A.M., Mail closes, except for Late Letters.
11.10 A.M., Letters may be posted with Late Fee of 10 cents until
11.30 A.M., when the Post Office closes entirely.
11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

LETTERS FOR THE UNITED STATES BY SAILING SHIP.

When it is desired to forward letters to the United States by a sailing ship which is not notified as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid 10 cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted if possible at least one day before the date fixed for sailing.

PARCEL POST TO THE CONTINENT OF EUROPE BY GERMAN PACKET.

Sealed parcels not exceeding 7lbs. in weights nor 2 feet in length, breadth, or depth, may now be forwarded to the Continent of Europe by the four-weekly direct German Packets *viâ* Bremerhaven at the rates stated below. For the present this route only is available by means of these packets, but parcels may be forwarded to certain countries fortnightly *viâ* London as heretofore.

A receipt will be given for each parcel. Parcels must be marked *By German Packet.*

Each parcel must be sealed in such a way as to render it impossible that it should be opened without detection. The sender must supply a declaration of the nature, value, and net weight of the contents, and of the gross weight of the parcel. The printed form for this declaration can be obtained at the Post Office. The parcel must not contain any letter, any article prohibited by Customs rules, lottery tickets, vines, parts of vines, liquids (unless securely packed) or dangerous or offensive goods, nor must the package be of a fragile nature.

A small charge, not exceeding six cents, may be made for Custom House purposes on the delivery of the parcel. Except Customs dues, this is the only charge the addressee will have to pay.

Parcels must be posted before 3 P.M. on the *working day next before* the departure of the German Packet. For the convenience of residents at the out-ports a table of dates of departure of the German Packets from Hongkong is appended.

POSTAGE ON EACH PARCEL
(Irrespective of weight, up to 7lbs.)

For Germany ....$1.[illegible]
,, Luxemburg $1.30
,, Austro-Hungary }
,, Belgium } ...$1.35
,, Denmark }
For France }
,, Holland } $1.35
,, Switzerland }
,, Spain $1.55
,, Sweden and Norway ...$1.60

For Portugal (Continental).....$1.70

Parcel Mails per German Packets close at Hongkong on:—

Dec. 24, 1886.	March 19, 1887.	June 9, 1887.
Jan. 22, 1887.	April 16, 1887.	July 7, 1887.
Feby. 19, 1887.	May 12, 1887.	Aug. 4, 1887.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information may be required.

SHIPPING IN THE HARBOUR.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Activ	June 19	Revsbeck	Dan. str	355	Arnhold, Karberg & Co	
Afghan	June 12	G. Roy	Brit. str	1139	Gibb, Livingston & Co	
Airlie	June 12	Ellis	Brit. str	1492	Russell & Co	
Albany	June 14	Ed. Porter	Brit. str	1489	Adamson, Bell & Co	
Alvah	June 8	Young	Brit. str	1437	Captain	
Alwine Seyd	June 19	Samme	Ger. str	858	Wieler & Co	
Arratoon Apcar	June 13	J. G. Olifent	Brit. str	1392	D. Sassoon, & Sons Co	Calcutta
Benarty	June	Boutillier	Brit. str	1190	Gibb, Livingston & Co	
Carisbrooke	May 31	R. Cass	Brit. str	973	Morris & Ray	Saigon
China	June 19	P. Haye	Ger. str	1093	Butterfield & Swire	
Chingtu	May 30	Arthur	Brit. str	1456	Butterfield & Swire	Australia
Ching-wo	June 11	Machugh	Brit. str	1556	Arnhold, Karberg & Co	
Claymore	June 8	Galland	Brit. str	1556	Russell & Co	
C. of R. Janeiro	June 19	Seaburg	Amr. str	3548	P. M. S. S. Co	
Crusader	Nov. 12	Rowin	Brit. str	648	Arnhold, Karberg & Co	
Dafila	June 16	J. Watt	Brit. str	552	A. R. Marty	
Deepdale	June 18	G. Sharp	Brit. str	1715	Gibb, Livingston & Co	
Don Juan	June 18	Marquez	Span. str	654	Brandao & Co	Manila
Esmeralda	June 16	G. A. Taylor	Brit. str	395	Russell & Co	
Fatshan	June 15	Brock	Brit. str	1425	H., C. & M. Steamboat Co	
Fokien	June 19	J. Roach	Brit. str	509	Douglas Lapraik & Co	
Freir	June 10	Lund	Dan. str	462	Arnhold, Karberg & Co	
Galley of Lorne	June 16	Pomroy	Brit. str	1380	Russell & Co	
Hampshire	June 18	Keruish	Brit. str	1099	Russell & Co	
Hankow	June 6	McKenzie	Brit. str	2332	Siemssen & Co	
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. Benning	Brit. str	1314	H., C. & M. Steamboat Co	Macao
Kinkiang	—	A. H. Benning	Brit. str	1061	H., C. & M. Steamboat Co	Canton
Kwang-lee	June 19	Wells	Chi. str	1508	C. M. S. N. Co	
Lombardy	Dec. 12	G. C. Brookes	Brit. str	1726	P. & O. S. N. Co	Nagasaki
Murcia	June 19	McIntosh	Brit. str	1060	Takasima Colliery	
Marie	June 17	Schaefer	Ger. str	704	A. R. Marty	Haiphong
Namkiang	June 19	McKechnie	Brit. str	999	Chinese	
Nemesis	June 5	Eibex	Fr. yacht	250	Captain	
Oceanic	June 6	Metcalfe	Brit. str	3808	O. & O. S. S. Co	
Pasig	—	—	Brit. str	284	Chinese	Canton
Peking	June 18	Henermann	Brit. str	954	Siemssen & Co	
Phra C. Klao	June 16	Watten	Brit. str	1011	Yuen Fat Hong	Bangkok
Pilot Fish	—	Stepani	Brit. str	117	H. & W. Dock Co	
Powan	—	Lefavour	Brit. str	1842	H., C. & M. Steamboat Co	Canton
Sarthe	May 26	Porteau	Fr. str	470	Carlowitz & Co	
Tai-yuan	June 15	W. M. Dodd	Brit. str	2319	Butterfield & Swire	
Tanais	June 1[illegible]	A. Paul	Fr. str	1149	Messageries Maritimes	
Travancore	June 10	J. Logan	Brit. str	1149	Russell & Co	
Venetia	June 16	F. Cole	Brit. str	1700	P. & O. S. N. Co	Bombay
Vorwaerts	June 18	Bruhn	Ger. str	612	Wieler & Co	
Wah Yeung	Nov. 30	Y. Witt	Brit. str	912	Shing Kee	Canton
Welling[illegible]	June 15	Schulck	Ger. str	728	Butterfield & Swire	
White Cloud	—	S. W. Goggin	Brit. str	652	H., C. & M. Steamboat Co	Canton
Yangtsze	June 14	Starling	Brit. str	814	Siemssen & Co	
Yorkshire	June 6	Arnold	Brit. str	1425	Adamson, Bell & Co	
SAILING VESSELS.						
Allie Rowe	June 9	Phillips	Hall. bg	—	Order	
Antoinette	May 24	E. Th. Bunje	Brit. bk	8[illegible]4	Order	
Anton Gunther	Feb. 1[illegible]	Steinbrugge	Ger. bk	441	Melchers & Co	
Arng[illegible]a	May 24	Jas. H. Green	Brit. bk	977	Messageries Maritimes	
Batjan	June 16	Roch	Dut. sch	87	Order	
Carin	Apl. 30	Leupsloders	Swd. bk	47[illegible]	Melchers & Co	
Colombo	June 10	Griff	Chi. bk	636	Order	
Director	June 16	Bogart	Brit. bk	709	Order	
E. J. Spence	June 10	J. H. Gill	Brit. bk	513	Gonsalves & Co	
Elwell	May 23	Barston	Amr. sh	1461	Order	
Empreza	June 1[illegible]	A. H. Allan	Brit. bk	235	Gilman & Co	
Golden Fleece	Feb. 14	Derham	Br. yacht	120	Master	
Great Admiral	June 18	J. E. Rowell	Amr. sh	1496	Russell & Co	
Lyra	May 1	C. Binge	Ger. bk	785	Carlowitz & Co	Hamburg
Lady Harewood	June 2	Williams	Brit. bk	382	Master	
Marianne	Apl. 2[illegible]	E. Vialla	Fr. bk	462	Arnhold, Karberg & Co	New York
Menton	Apl. 25	Refn	Nor. bk	760	Carlowitz & Co	
Mount Lebanon	May 20	C. H. Nelson	Amr. bkn	510	Arnhold, Karberg & Co	
Orient	June 1[illegible]	W. Roder	Ger. bk	461	Wieler & Co	
Pactolus	June 17	Barnham	Amr. sh	1144	Pustau & Co	New York
Rapid	June 11	Steinbring	Siam. bk	429	Chinese	
Sonntag	May 25	Haskell	Amr. bk	916	Pustau & Co	New York
Southern Chief	June 10	Geo. H. Sines	Amr. bk	1[illegible]19	Arnhold, Karberg & Co	Victoria
Tobiede	June 1	Davis	Brit. sh	1413	Pustau & Co	Hamburg
Velocity	May 4	Martin	Brit. bk	731	Gonsalves & Co	Honolulu
Wachusett	May 8	C. Oakland	Amr. sh	1519	Pustau & Co	New York
Wan. Minstrel	April [illegible]4	Wright	Brit. sch	364	Order	
MACAO.						
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co.	
Kiungchow	—	J. P. Hoylane	Brit. str	288	H., C. & M. Steamboat Co	Canton
Recorder	May 28	J. H. Dutton	Brit. str	—	Order	
WHAMPOA.						
Canton	June 17	Bremner	Brit. str	1110	Jardine, Matheson & Co	
Kung-pai	June 15	Bissander	Chi. str	602	C. M. S. N. Co.	
Vigilant	Oct. 1	—	Chi. str	—	Chinese	
CANTON.						
Ch'ron Kamrye	July 28	Krag	Siam. bk	489	Chinese	
Falcon	June 23	Jorgensen	Siam. bk	359	Chinese	
AMOY. In Port on 11th June, 1887.						
Chateaubriand	May 31	J. Edwards	Brit. bk	408	H. A. Petersen & Co	
Earn	June 9	Anderson	Brit. bk	312	H. A. Petersen & Co	
Hedvig	June 4	Kaewest	Brit. bk	375	Pasedag & Co	
FOOCHOW. In Port on 19th April, 1887.						
SAILING VESSEL.						
Wagrien	Feb. 26	Vincent	Am. sch	180	Master	
SHANGHAI. In Port on 14th June, 1887.						
STEAMERS (EXCLUSIVE OF RIVER CRAFT)						
Anadyr	May 20	Delacroix	Fr. str	3776	Messageries Maritimes	
Ancona	June 4	J. P. Hassall	Brit. str	3132	P. & O. S. N. Co	
C'marthenshire	June 7	Courtney	Brit. str	1949	Adamson, Bell & Co	
Fooksang	June 13	Hogg	Brit. str	991	Jardine, Matheson & Co	
Fungshun	June 13	E. W. Tisdall	Chi. str	864	C. M. S. N. Co	
Glengyle	May 31	K. J. Gasson	Brit. str	2244	Jardine, Matheson & Co	
Glenorchy	June —	F. Gedye	Brit. str	1825	Jardine, Matheson & Co	
Hae-shin	June 13	Warwick	Chi. str	716	C. M. S. N. Co	
Hideyoshi M.	June 12	Stout	Jap. str	466	M. B. Kaishia	
Ingeborg	June 25	Kleffel	Brit. str	437	Russell & Co	
Irrawaddy	June 13	Lertine	Fr. str	2477	Messageries Maritimes	
Jason	June 12	Milligan	Brit. str	1520	Butterfield & Swire	
Kiang-ping	June 13	Graham	Chi. str	942	C. M. S. N. Co	
Kowshing	June 12	Balbernie	Brit. str	1354	Jardine, Matheson & Co	
Pembrokeshire	May 25	Williams	Brit. str	1716	Adamson, Bell & Co	
Wenchow	June 9	Outerbridge	Brit. str	560	Butterfield & Swire	
Yung-ning	Oct. 27	—	Chi. str	325	C. M. S. N. Co	
SAILING VESSELS.						
Hagerstown	Dec. 17	Fdgett	Amr. sh	1[illegible]08	Jardine, Matheson & Co	
John Nicholson	June 6	Quine	Brit. bk	585	Jardine, Matheson & Co	
Loong-wha	May 26	Lord	Brit. sch	375	Morris & Co	
Maria	June 14	Molsen	Brit. bk	798	Master	
Martha	May 29	McPherson	Brit. bk	[illegible]52	Morris & Co	
Perle	May 26	O'Brien	Brit. bk	401	Nil Moller	
Walls Castle	June 6	Kenneth	Brit. bk	[illegible]	Gibb, Livingston & Co	
NAGASAKI. In Port on 9th June 1887						
STEAMER.						
Bordeaux	June 7	Recoleux	Fr. str	2663	Holme, Ringer & Co	
Paris	June 3	Chevalier	Fr. str	2500	Holme, Ringer & Co	
SAILING VESSEL.						
Kozaki Maru	—	Christensen	Barge	400	Nippon Yusen Kaishia	
KOBE. In Port on 6th June, 1887.						
STEAMERS.						
Cambodia	May 28	Wildgoose	Brit. str	1968	Walsh, Hall & Co	
Hiogo-maru	—	Jones	Jap. str	864	Nippon Yusen Kaishia	
Ise-maru	May 21	Kuma	Jap. str	748	Nippon Yusen Kaishia	
Yamashiro M.	June [illegible]	Mahlmann	Jap. str	1512	Nippon Yusen Kaishia	
SAILING VESSELS.						
Allen A. Reid	May 31	Hatfield	Brit. sh	1750	Fearon, Low & Co	
Antoinette	May 29	Ferguson	Brit. sh	1113	H. Lucas & Co	
Guy C. Goss	June 1	Doane	Amr. sh	1124	Smith, Baker & Co	
Wm. J. Rotch	May 3	Gibbs	Amr. sh	1764	Fearon, Low & Co	
YOKOHAMA. In Port on 4th June, 1887						
STEAMERS.						
Denbighshire	June 2	Droyer	Brit. str	1663	Adamson, Bell & Co	
Flintshire	Apl. 2	Doncaster	Brit. str	1017	Adamson, Bell & Co	
Glenartney	May 31	Mackinlay	Brit. str	1406	Jardine, Matheson & Co	
Iphigenia	May 28	Voltmer	Ger. str	1658	Simon, Evers & Co	
Lord of the Isles	June 4	Felgate	Brit. str	1586	Smith, Baker & Co	
Norden	June 5	Davidson	Dan. str	768	Jardine, Matheson & Co	
Oxfordshire	May 31	C. P. Jones	Brit. str	998	Smith, Baker & Co	
Tanais	—	Paul	Fr. str	1260	Messageries Maritimes	
Teheran	May 28	Seymour	Brit. str	1681	P. & O. S. N. Co	
Wyvern	June 9	Brotherton	Brit. str	1107	Jardine, Matheson & Co	
SAILING VESSELS.						
Augusta	June 4	Moller	Ger. bk	473	Walsh, Hall & Co	
Plymouth	Apl. 29	Coalfleet	Brit. bk	1312	Captain	
MANILA. In Port on 5th June, 1887.						
STEAMERS.						
Don Juan	May 30	Marquez	Span. str	654	F. L. Rexas	
S. de Mindanao	May 26	Galiana	Span. str	3035	Comp. Gen. de Tabacos	Liverpool
Saigon	May 16	[illegible]tasse	Fr. str	756	M. Henry	Singapore
Salvadora	May 15	Lecea	Span. str	688	J. Reyes & Co	
San Ignacio	May 6	Riquer	Span. str	2289	Compania General	
Strathairly	June 6	D. Boughton	Brit. str	1236	Smith, Bell & Co	
Zafiro	June 6	Talbot	Brit. str	675	W. Blodgett & Co	
SAILING VESSELS.						
Anamba	June [illegible]	Welch	Brit. bk	1110	W. F. Stevenson & Co	
Clan Robertson	May 20	Wilson	Brit. sh	1625	Smith, Bell & Co	
Earl Granville	Apl. 18	Copp	Brit. sh	1193	W. F. Stevenson & Co	
Eildenhope	Jan. 1[illegible]	Garrick	Brit. bk	1400	W. F. Stevenson & Co	
Imperial	May 25	Crosby	Amr. sh	1298	Ker & Co	
Jas. A. Wright	Apl. 25	Baker	Amr. bk	889	Order	
Jas. G. Bain	May 20	Mockles	Brit. bk	597	Order	
Kepler	Feb. 15	Oethen	Ger. bk	785	W. F. Stevenson & Co	
L. Schepp	June 6	Gotes	Amr. bk	1776	W. F. Stevenson & Co	
Luzon	Apl. 29	Pack	Amr. bk	1339	Macleod & Co	
Manuel	Mar. 2	Estibal	Span. bk	[illegible]91	J. Reyes	
Mary L. Stone	Apl. 22	Jonkling	Amr. sh	1420	W. F. Stevenson & Co	
Sachem	May 2	Bartell	Amr. sh	[illegible]	Order	
Sea Witch	May 25	Drew	Amr. sh	1233	Ker & Co	

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